DEPARTMENT OF LABOR

TELEGRAM

188/1

Zl
4 WU EvXX govt

Buffalo, N. Y. June 4, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 4 - 1914

Immigration,

Washington, D. C.

Reference Bureau letter fifty three seven eighty eight sub one Am mailing full report regarding Seattle assignments.

Taylor.

3:10 PM.

6/5

CORRESPONDENCE
JUN - 5 1914
RECEIVED

53788/1.

June 4, 1914.

Inspector in Charge,
Immigration Service,
Jacksonville, Florida.

The Bureau transmits herewith, for the information and guidance of Inspector Isaac H. Vincent in connection with his detail aboard the "Corinthia", certain papers forwarded to this office by Inspector Richard H. Taylor, among which is a list of vessels suspected of being engaged in smuggling operations in the Gulf of Mexico.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 6/4 BY

Acting Commissioner-General.

Inclosure No. 9737.
RHH

No. 53788/1. June 4, 1914.

OFFICIAL COPY respectfully furnished to Richard H. Taylor, Immigrant Inspector, Castle Inn, Buffalo, New York, reference being made to his letter of May 30th.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 6/4 BY

Acting Commissioner-General.

RHH

53788/1 June 3, 1914.

Richard H. Taylor,
Immigrant Inspector,
C/o Castle Inn,
Buffalo, New York.

I have received your telegram of the 2nd and congratulate you and Messrs. Dodds and Howell as well upon the capture of the smugglers O'Brien and Swartzenburg and the two Chinese who were with them in a boat crossing the lake.

Simultaneously with the receipt of your telegram, I received a letter from Commissioner White of Seattle, a copy of which is inclosed. I have not telegraphed Commissioner White as yet. Please wire me immediately on receipt of this your views regarding Commissioner White's contentions with regard to the use of Inspector Turner and Interpreter Tape on certain phases of the work in the Puget Sound District.

EXACT COPY AS SIGNED BY A. CABINETTI
MAILED 6/3 BY

Commissioner-General

AWP-C
Encl. 6399

TELEGRAM

4WU Y 43 Paid Night Government

Buffalo, N. Y., June 2, 1914

Immigration,
Washington, D. C.

Dodds and Howell just captured Thomas O'Brien George Swartzenburg and two Chinese crossing in boat, please wire Commissioner Seattle to detail Inspector Turner on Barker Stone case as requested by me and have Tape report on suspect Malloy important.

Taylor.

June 3, 1914.....9am-

For Seattle report
5/29 OVER

For original of above see File No.
53976
36

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
SEATTLE, WASH.

No. 4208/37. May 29, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 3- 1914

Commissioner-General of Immigration,
Washington, D. C.

Referring to your letter of May 19th which has reference to my report of April 28th, No. 4208/37, to Special Inspector Taylor, allow me to report as follows:

When Inspector Taylor visited this office in November, 1913, a re-arrangement of the force was had. Inspector Hunter was placed in charge of Chinese work in the south west part of the state, and was stationed at Chehalis. We found that it is impossible for him to do work at this station, and he was then moved to Tacoma, and was instructed to pay particular attention to Chinese smuggling to the southward, and to watch the Olympia district. He made several trips to Olympia and upon one of these trips discovered what he supposed to be preparation for Chinese smuggling, and reported that two men by the name of Barker and Stone were making preparations to engage in smuggling in his judgment. He was instructed to pay particular attention to these two men, and in carrying out these instructions he engaged the Chief of Police at the City of Olympia to watch these suspects. I am personally acquainted with the Chief of Police and have every confidence in his integrity and his ability to do this work. Special Inspector Taylor then recommended that I place Inspector Turner exclusively upon this work. Such would mean the removal of Inspector Turner from his station at Everett which is situated on the north part of the district where he has work to

do, and placing him in charge of work that has heretofore been done by Inspector Hunter. It seems to me that this arrangement is entirely unfair to Inspector Hunter, and before he should be replaced in this work there should be a showing that he was not doing his work properly or that he was unable to do the work. His record in the Service is just as good as Inspector Turner. Mr. Turner has been placed in charge of special detail work quite a number of times in this district, and has never secured any results whatever. I do not say this derogatory to Inspector Turner but rather for the purpose of showing the relative standing of these two men. I notice in your letter you say the following: "with you regarding prop osed detail of Inspector Turner, or some other available officer." Special Inspector Taylor did not suggest that I place in charge of this work any other available officer, and in that connection I desire to say that Inspector Turner is not an available officer to do this work, but Inspector Hunter is an available officer to do the work. These suspects have been watched daily, and it is unnecessary, in my judgment, to go to additonal expense in detailing a man to look after these men specially for the reason that it is impossible for them to be now engaged in smuggling. They have not completed the building of their boat, and until they so complete their boat they can not engage in smuggling. This will be noted by the reports of Inspector Hunter.

In addition to the above, I desire to say that the work can be done by Inspector Hunter at much less expense than it can be done by Inspector Turner. Mr. Hunter is stationed about forty miles from Olympia and Mr. Turner is stationed over one hundred miles from Olympia. Then too, the records of this office will show that the expense of detailing Inspector Turner on special work of this

kind is about double what it would be in detailing Inspector Hunter to do the work. In other words, Inspector Turner is the most extravagant inspector we have in this district. In addition, we have a watchman in the Service at Tacoma who stands ready upon notice to go to Olympia and spend all his time watching these suspects when Inspector Hunter says that conditions warrant the same being done. We have adopted the course as above outlined from the standpoint of economy and from the further standpoint that it will disorganize the work in this district to remove an inspector from work that he has done satisfactorily and place another in charge of this work without any reason for the change. In the above matter I have attempted to fully comply with the suggestions of Inspector Taylor with the end in view of apprehending the suspected smugglers with the least possible expense.

I notice your criticism of my failure to carry out the suggestion of Special Inspector Taylor relative to the detailing of Interpreter Tape in regard to the suspected Malloy et al. When Inspector Taylor was here he then asked me to detail Interpreter Tape on other work which I did not do. I have several reasons for my failure to detail him to special work, but the one I now desire to give you is that I am opposed to detailing a Chinese Interpreter on work of this character because it is unfair to the interpreter for the reason that it involves him in work other than that contemplated in his employment, and causes him to be biased and prejudiced and thus injure his efficiency as an interpreter. This is plainly the case in this district because several attorneys in cases before this Department have refused to present their cases with Interpreter Tape acting as interpreter. I attempted to perform the work suggested by Inspector Taylor by in-

terviewing Special Agent Channing of the Treasury Department myself. I immediately went to his office and had a long interview with him concerning these suspected smugglers, and have been to see him twice since. He has no information in detail as to this smuggling, but all the information that he gave me I have transmitted to Inspector Fisher who is following it up as closely as his time will permit. Thus, I have attempted to follow out the instructions of Inspector Taylor carefully in these matters and in fact in all matters, but I have not detailed the special men suggested by him for the reasons above outlined. If it is the intention of the Bureau to place in the hands of Inspector Taylor the control of the men in this district and to detail them for his special work, then I have misunderstood your instructions. In this regard I have laborered under the impression that I was in control of the men in this district, and I was instructed by the Bureau to follow out his instructions to the letter as to the work to be performed relative to Chinese smuggling, but I have attempted to do that work with the men available for that purpose and not disorganize the force in the district.

I notice the last paragraph of your letter, and I submit that I have promptly answered Inspector Taylor's suggestions and notified him of what I have done, but under the instructions did not think it proper to take the matter up with the Bureau but rather take it up with him. I notice the second to the last line in the letter mentioned, "but not of subordinates." I would like an explanation of this language. Probably some one has reported that subordinates in this district are in control of this work. I desire to say now that I have

personally kept in touch with all the work in this district, and I am personally responsible for every act that has been done in this district relative to the instructions of Inspector Taylor.

I desire now to call the Bureau's attention to the fact that it has taken away from this district Inspector Weiss, which is unofficially reported; at least, his services have been removed from this district. To properly carry out the instructions of Special Inspector Taylor as to the Chinese smuggling it has been necessary to require the services of all the outside men at times at Seattle. These men have other work to do, and I will be compelled to ask for additional inspectors in this district if we are expected to put two or three inspectors upon Chinese smuggling exclusively. According to the arrangements as made when Inspector Taylor was here, Inspector Fisher and Inspector Wood, in conjunction with Inspector Weiss were placed in charge of the outside work in the city of Seattle. Of late Inspector Fisher has given practically all his time to carrying out the instructions of Inspector Taylor relative to smuggling. Inspector Wood has given part of his time. Watchman Patterson has been placed exclusively upon this work, but it seems that we have not done the work to the satisfaction of Inspector Taylor. I desire to say that these men have not confined their work to office hours, to wit, 9 a. m. to 4:30 p. m., but have put in twelve and fifteen hours a day in their work. They have not complained, but I submit that they have done good and faithful work and have put in as many hours as can be expected of them.

It is my desire to carry out to the letter the desires and instructions

of Special Inspector Taylor relative to this special work, and I will do so, but I would like to be given the right to detail the particular men on this work and will proceed to do so unless instructed to the contrary by the Department. He has the cooperation of this district in his work, and we will assist him in every possible way.

Henry M. White
Commissioner.

HMW/WC

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

RECEIVED
BUREAU OF IMMIGRATION
JUN 1 - 1914

188/1

OFFICE OF _____

PORT OF Buffalo, N.Y., May 30, 1914.

Commissioner general of Immigration,
Washington, D.C.

Reference being had to my letter No. 53620/309-J, dated May 2, 1914, transmitting list of vessels suspected of being engaged in smuggling operations in the Gulf of Mexico for the information of Inspector McGregor, it is respectfully suggested that same be forwarded to Inspector Vincent who is to have charge of the "Corinthia".

Richard H. Dayton
Immigrant Inspector.

RHT-IT.

53775/77. June 1, 1914.

Commissioner of Immigration,
New Orleans, Louisiana.

In reply to your letter of May 22nd, No. 16000/636, you are advised that the Bureau does not believe that there is such a volume of immigration via New Orleans to justify the appointment of more watchmen in order that the latter may assist in the searching and guarding of vessels having Chinese on board. It is therefore suggested that you make such arrangements as are necessary to keep up the work with the force remaining available for the purpose.

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 6/11 BY

Acting Commissioner-General.

ROD/JLD

83620/309 May 27, 1914.

Richard H. Taylor,
Immigrant Inspector,
C/o Castle Inn,
Buffalo, N. Y.

Your confidential report of the 25th instant regarding apprehension of certain smugglers and indictment of others at Buffalo has been received. The results so far attained are certainly very gratifying.

I think that no possible effort should be spared to bring about the imposition of heavy sentences in the cases of Tucker and Oberst. Please advise me exactly when their trial will occur. It may be advisable for me to be present, also Mr. Parker, for the purpose of impressing the court with the importance the Bureau attaches to the breaking up of this long continued smuggling.

Please look into the question of whether it would be possible to arrange through the cooperation of the Canadian Government so as to have the defendants who have escaped into Canada returned to the United States. I understand that offences of this kind ordinarily are not regarded as extraditable; but as Chinese smuggling is usually conducted by these border criminals in both directions, it is distinctly to the advantage of Canada to have those guilty promptly and adequately punished. Perhaps, between you and Commissioner

Clark and Superintendent Scott, some plan can be laid by which the active assistance of the Canadian officials in securing custody of the escaped defendants may be obtained.

AWP-C

Commissioner-General

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

No. 53620/309.

OFFICE OF _____

CONFIDENTIAL.

PORT OF Buffalo, N.Y., May 25, 1914.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found copies of three communications addressed to the United States District Attorney, Buffalo, New York:

1. Copy of report showing Edward Geenan's connection with the unlawful entry of JEUNG BOW, HO JUN LAY and LUM CHIN YUK, smuggled into the United States by means of a motor boat, Saturday evening, May 16, 1914, and taken from a New York Central train about to leave for New York City by New York Central Detective John J. Maloney, assisted by Police officers Higgins and James Martin, upon information furnished Maloney by Mike Rittling, head night porter at the New York Central depot, through James Martin.

LUM CHIN YUK, one of the above mentioned Chinese made a full statement in connection with his illegal entry and pointed out the route followed, copy of which was submitted to the United States Attorney together with photographs of the places identified by this witness. No promises have been made this witness and he is held as a detained witness in the Erie County jail at Buffalo, New York.

2. Copy of report submitted to the United States District Attorney, Buffalo, New York, showing that LUM CHIN YUK identified Carl Wilson, alias "Gamey" Wilson, Richard Bleakley, alias "Scotty", and Orman L. Weaver as being the parties who brought him from St. Catherines, Ontario, to Fort Erie, Ontario, Friday evening, May 15, 1914, and placed him in a gasolene launch the following evening, which conveyed him to the American side of the Niagara River; together with request that these men, together with Edward Geenan, be prosecuted under Section 37 of the Penal Code for conspiring to bring into the United States by vessel aliens not duly admitted by an immigrant inspector and not lawfully entitled to enter the United States, to wit: JEUNG BOW, HO JUN LAY and LUM CHIN YUK.

3. Copy of report submitted to the United States District Attorney, Buffalo, New York, covering the apprehension of Melvin Tucker, alias Charles Smith, and John Oberst, alias John Johnson, arrested by Inspectors Dodds and Howell Friday night, May 22, 1914, while in the act of bringing two Chinese LEE LEMOY and LEE TUCK into the United States in a row boat from Canada; with request that these defendants be prosecuted for violating Section 8 of the Act of February 20,1907. Statements made by the defendants and the two Chinese, the former admitting they rowed the Chinese across from Canada and the latter admitting that they were brought across in the manner described by the defendants, were submitted to the United States District Attorney.

Although defendant Geenan has left for parts unknown as soon as he learned that he was suspected of complicity in this matter, and the other three conspirators are in Canada, an indictment against them will serve to keep them out of the United States and prevent their engaging in Chinese smuggling operations in the future, which will doubtless prove equally as satisfactory in view of the small sentences usually given by Judge Hazel in connection with similar prosecutions.

As the case against defendants Tucker and Oberst is complete in every detail, there will be no question as to their guilt and the sentences imposed by Judge Hazel will serve to definitely establish his attitude in the premises.

These cases will be presented to the Federal Grand Jury in Rochester, New York, at 10 o'clock A.M., May 26, 1914.

Richard T. Dayton.

RHT-IT.

Immigrant Inspector.

#1

Buffalo, N.Y., May 23, 1914.

UNITED STATES
vs.
Edward Geenan.

United States District Attorney,
Buffalo, New York.

Sir:-

I have the honor to submit the following facts in connection with the above named defendant:

For a long time Geenan has been well known to the officers of the Immigration Service at Buffalo, as being engaged in the illegal importation of Chinese into the United States, and a great deal of money and energy has been spent in efforts to prevent his carrying on this nefarious practice.

Fred Kraft, Ticket Seller at the New York Central Depot, Buffalo, states that about 8 o'clock P.M. May 16, 1914, a boy apparently 16 or 17 years of age, wearing gray overcoat, came to the window and purchased three tickets for New York, paying for same with Canadian money.

Mike Hittling who lives at 115 Lemon Street, Buffalo, and works as night porter at the Exchange Street Station, Buffalo, states that at about 8 o'clock P.M. on the evening of May 16, 1914, he saw Edward Geenan standing near the Parcel Room in the Exchange Street Station apparently watching the ticket window; that when Geenan saw him he went out of the station on Exchange Street near the baggage room door; that he saw a boy with a long gray overcoat on come out of the depot and join Geenan; that the boy immediately handed Geenan something which he thought were tickets; that Geenan and the boy then walked rapidly up

Exchange Street in the direction of Washington Street; that he then went to James Martin, Buffalo Police officer on duty at the Exchange Street Station, and told him what he had seen and informed Martin that he thought Goenan was smuggling Chinese; that Goenan wore a sweater, short brown coat and brown slouch hat.

Police Office James Martin states that on the above occasion Mike Rittling came to him and stated: "I saw a kid go up to the window and buy some tickets and the kid took the tickets out the baggage door and gave them to Goenan", Rittling adding that he thought Goenan was smuggling Chinese; that he (Martin) then called Special Railroad Detective John J. Maloney and told him to watch the New York trains as Chinese were doubtless going to be smuggled out; that he then went to Ticket Agent Kraft and asked him if he had sold tickets to a "kid" wearing a gray overcoat and cap, and the latter said yes, he had sold three tickets, and that the "kid" had paid him in Canadian money; that later while talking with Police Lieutenant Higgins, Maloney came in and stated "There is a Chinese on Train No. 8"; that Higgins and Maloney boarded New York Central train No. 8 at about 10:32 P.M. and took off three Chinese which were found in the day coach. When these Chinese were searched three tickets Nos. 9774, 9775 and 9776, from Buffalo to New York, were found, one in the possession of each Chinese; these tickets were subsequently identified by Ticket Seller Kraft as being the ones he sold to the boy who paid for them in Canadian money. (Tickets marked for identification by Inspector Dodds and Detective Sergeant Dunphy).

When questioned by myself and Inspector and Interpreter T. W. G. Wallace, LUN CHIN YUK, one of the three Chinese arrested, stated that he, together with the other two, were brought over from the Canadian side of the river in a launch

after dark Saturday evening May 16, and when landed on the American side were met by a man whose description fits the defendant; that the latter put them in the back of a square wagon which was entered through the sides and drawn by a bay horse; that this man handed him and each of the other two Chinese a ticket from Buffalo to New York; and identified ticket given to him as being the one found in his possession at the time of his arrest and which Ticket Seller Kraft identified as one of the three sold to the boy earlier in the evening; that this man drove them to the Washington Street bridge which crosses the New York Central tracks at the Washington Street tunnel; that this man then called to some one below the bridge and then put him and the other two Chinese over the stone coping of said bridge; that they went down a ladder, walked a short distance on the edge of the wall, then went down another ladder to the level of the railroad tracks where they were met by a man who carried a lantern, which was not lighted; that this man made them step into a little enclosure where they remained two or three minutes and he then put them into the coach which was soon pulled up a short distance to the place where they were arrested.

Wednesday, May 20, 1914, Inspector Dodds, Interpreter Wallace and myself accompanied LUM CHIN YUK to the foot of Georgia Street and the latter pointed out the Donnelly slip and stated that he was brought through it in a launch between the State breakwater and the Philadelphia & Reading coal trestle; thence through Slip No. 3 near the round house; stated that as they passed the end of the coal trestle a man called to them and later got into the boat as they were passing Slip No. 3; LUM CHIN YUK then went down the canal bank and when about one hundred yards away pointed to Edward Geenan's barn on the canal bank and said: "There is where we got into the wagon"; he then led us to a boat house

tied to the canal bank near this barn and showed where they had landed alongside the boat house, crossed same and got into the bank where they were met by the man who put them in the wagon; he then stated that they drove to a bridge over the railroad tracks and, after taking him to several bridges, he pointed out the Washington Street bridge and stated that he was put over the stone coping, as above stated, and that there was a small ladder on the side of said coping. This ladder could not be seen where we were at that time but subsequent investigation proved it to be in the place described by this Chinese. He then took us down the ladders above mentioned, and when we got to the bottom, he went into the little enclosure which he had previously described and showed where they were detained for about three minutes before boarding the train; that as soon as they were put into the car at the Washington Street tunnel a man in uniform came in to the car, looked at them, and then walked out. (Photographs of the above mentioned points are submitted herewith and will be identified by Lun Chin Tuk showing the exact route over which they travelled).

(The same afternoon we took LUN CHIN YUK to the Canadian side of the river where he identified the three men who brought him from St. Catherines to Port Erie, the place where he was detained in Port Erie, etc., which will be made the subject of a separate communication).

Police Detective Sergeant John Ryan states that he saw Edward Geenan and two boys riding in a wagon, such as is described by LUN CHIN YUK, Saturday, May 16, and for your information I will state that Geenan is in the milk business and uses such wagons.

During the forenoon of Tuesday, May 19, 1914, Inspector Dodds was instructed

to request Carl Geenan, 13 years old, son of Edward Geenan, to come to No. 1 Police Station, ostensibly to question him regarding the sale of adulterated milk; this boy was brought to the No. 1 Police Station by his father in an automobile; the latter upon seeing Inspector Dodds immediately left and has not been seen since; his son, who remained at the station house until 5 P.M., telephoned his mother and requested that his father be sent to the Station, but he failed to respond, and his wife said he had gone to Batavia. A warrant was subsequently secured charging him with aiding and abetting the illegal landing of Chinese and both the Police and Federal officials have been looking for him since that time but he has not been seen either at his home or place of business up to the present time.

The following members of the train crew upon which these Chinese were found have been subpoenaed to appear before the Federal Grand Jury at Rochester, New York, Tuesday, May 26, 1914, at 10 o'clock A.M.:

Conductor Charles Fairchilds.
Trainman E. Borei.
Brakeman G. Wolf.
Baggage man J. Canell.

together with J. J. Sullivan and J. Talty, yard trainmen who backed the train to the Washington tunnel where the three Chinese were put on board; also Lum Chin Yuk.

In connection with the foregoing it is respectfully requested that subpoenas be issued for the following witnesses to appear before the Grand Jury at Rochester, New York, at 10 o'clock A. M., Tuesday, May 26, 1914:

Fred Kraft, Ticket Agent, New York Central Depot, Buffalo, N.Y.
James Martin, Police Officer stationed at New York Central Depot, Buffalo.
Michael Rittling, Depot Porter stationed at New York Central Depot, residing at 115 Lemon Street, Buffalo, N.Y.
John J. Maloney, Special Detective, New York Central Depot, Buffalo, N.Y.
John Ryan, Detective Sergeant, Police Headquarters, Buffalo, N.Y.
J. J. Dunphy, Desk Sergeant, No. 1 Police Station, Buffalo, N.Y.

The officers of the Immigration Service who are to appear as witnesses in this case have been instructed to report to you at Rochester, New York, at 10 o'clock A.M., Tuesday, May 26, 1914, and subpoenas need not be issued for their attendance.

It is respectfully suggested that the within defendant be prosecuted under Section 11 of the Act of May 6, 1882, as amended and added to by the Act of July 5, 1884, relating to the admission of Chinese (22 Stat., p.58; 23 Stat., p. 115), for aiding and abetting the landing in the United States from a vessel the three Chinese persons hereinabove mentioned.

Statements of JEUNG BOW, HO JUE LAY and LUM CHIN YUK are submitted herewith.

Very respectfully,

Sig. Richard H. Taylor,

Inspector.

RHT-IT.

Official copy respectfully forwarded to the Bureau, Commissioner of Immigration at Montreal and the Inspector in Charge, Buffalo.

Richard H. Taylor.
Immigrant Inspector.

#2

UNITED STATES
vs.
Edward Geenan.
Carl Wilson,
alias Gamey Wilson.
Richard Bleakley,
alias Scotty.
Orman L. Weaver.

Buffalo, N.Y., May 25, 1914.

United States District Attorney,
Buffalo, N.Y.

Sir:-

Adverting to my communication of the 23rd instant regarding the prosecution of Edward Geenan for aiding and abetting in the unlawful landing of JEUNG HOW, HO JUN LAY and LUM CHIN YUK, Chinese persons and aliens not regularly admitted by an Immigrant Inspector and not lawfully entitled to enter the United States, the following is respectfully suggested for your consideration with the request that indictments be secured against the above named defendants under Section 37 of the Penal Code of January, 1910, for conspiring to violate Section 8 of the Immigration Act of February 20, 1907, alleging that the conspiracy was formed in the Dominion of Canada; and that in furtherance thereof and to accomplish the object of the same the said JEUNG HOW, HO JUN LAY and LUM CHIN YUK then and there aliens not regularly admitted by an Immigrant Inspector and not entitled to enter the United States were landed in said United States from a vessel in the City of Buffalo, New York, May 16, 1914; and that in furtherance of said conspirary and in order to accomplish the object of the same Edward Geenan purchased, or caused to be purchased, and delivered to said aliens on May 16, 1914, three railroad tickets from Buffalo to New York City; that in furtherance of said conspiracy and for the purpose of

accomplishing the object of the same the said Goenan met said aliens upon their arrival in Buffalo and placed them, or caused them to be placed, in a wagon and conveyed to the vicinity of the New York Central railroad depot in the City of Buffalo.

As evidence of the foregoing you are further advised that at 1 o'clock P.M. May 20, 1914, LUH CHIN YUK, one of the three aliens above referred to, was taken to Fort Erie, Ontario, where he immediately identified, in the presence of myself, Inspector Samuel D. Dodds and Inspector and Chinese Interpreter T. W. C. Wallace, Carl Wilson, alias "Casey" Wilson, Richard Bleakley, alias "Scotty" and Orman L. Weaver, and stated that the said Bleakley and Wilson met him and the two other aliens above mentioned at St. Catherines, Ontario, on the evening of Friday, May 15, 1914, and conveyed them in an automobile to a barn and saloon located on the Garrison Road in the vicinity of Fort Erie, Ontario, where they were detained until the evening of Saturday, May 16, 1914, at which time said Bleakley and Weaver conveyed them in an automobile from said barn and saloon to a point on the Canadian shore in the vicinity of said Wilson's home at which point they were placed in a motor boat and conveyed to the American side of the river and landed in the vicinity of Georgia Street where they were met by defendant Edward Goenan who placed him and the other two aliens in a wagon, gave him and the other two aliens each a railroad ticket from Buffalo to New York City, conveyed them to the Washington Street bridge, instructed them how to reach the level of the railroad tracks where they were placed in a railroad car, in which they were subsequently arrested.

Witness LUH CHIN YUK further states that he paid defendant Carl Wilson

the sum of $25. at the time he was met by said Wilson in St. Catherines, Ontario, part of said sum to be used for the purchase of a railroad ticket from Buffalo to New York City, and the remainder to be applied on account of expenses incident to his illegal entry into the United States.

You are advised that the above defendants are well known to the Immigration officers in Buffalo as persons who, for a long time, have been actively engaged in smuggling aliens (Chinese) into the United States from the Dominion of Canada.

Very respectfully,

(Signed) Richard H. Taylor.

Inspector.

RHT-IT.

Official copy respectfully referred to the Bureau, Commissioner of Immigration, Montreal, Canada, and Inspector in Charge, Buffalo, N.Y.

Richard H. Taylor.

Immigrant Inspector.

#3

Buffle, N.Y., May 23, 1914.

United States
vs.
Melvin Tucker (alias Charles Smith)
John Oberst (alias John Johnson)

United States District Attorney,
Buffalo, N.Y.

Sir:-

I have the honor to report that the above mentioned defendants were arrested by Immigrant Inspectors Samuel D. Dodds and John W. Howell, Jr., near Slip No. 3 in the City of Buffalo, New York, about 10:30 P.M. May 22, 1914, while in the act of bringing into and landing in the United States by means of a row boat from the Dominion of Canada, LEE MOY and LEE TUCK; the said LEE MOY and LEE TUCK then and there being aliens not duly admitted by an Immigrant Inspector and not lawfully entitled to enter the said United States, as evidenced by their confessions made to Chinese Inspector and Interpreter T. W. C. Wallace, copies of which are submitted herewith.

Subsequent to their arrest the above mentioned defendants made statements in the presence of myself and Inspector Dodds admitting that at the time of their arrest they were knowingly bringing aliens LEE MOY and LEE TUCK into the United States from the Dominion of Canada in violation of law, as shown by copies of said statements hereto attached.

In view of the foregoing it is respectfully suggested that the above defendants be prosecuted under Section 8 of an act entitled "An act to regulate the immigration of aliens into the United States", approved February 20, 1907.

The above defendants were arraigned before United States Commissioner Keating May 23, 1914, at which time hearing in their case was continued until 10 o'clock A. M. Friday, May 29, 1914, and the defendants remanded to the custody of the United States Marshal in default of Two Thousand Dollars ($2000) bail each.

In connection with the above case it is requested that subpoenas be issued for William P. Nathan, substitute Desk Sergeant at Police Station No. 10, Buffalo, New York, and Desk Police Sergeant Orman J. Sullivan at Police Station No. 1, Buffalo, New York, for the purpose of developing the identity of an alleged friend of Sergeant Nathan's who conferred with the latter regarding the arrest of the above mentioned defendants shortly after their arrest and before it was known to the police; said information having been furnished by Sergeant Sullivan. We are of the opinion that the party who communicated with Sergeant Nathan is the one to whom the above mentioned aliens were to be delivered by the defendants mentioned herein, probably Andy Thompson or Casper Riley, two notorious smugglers.

Charles J. Trautwein, 30 River Street, Buffalo, New York, states that he has seen the defendants in conversation with Thompson and Riley upon several recent occasions and, inasmuch as above defendants deny having seen these two persons for several months, Trautwein should be subpoenaed for the purpose of establishing connection between the parties just referred to.

Witnesses to be subpoenaed to appear before the Federal Grand Jury at Rochester, New York, at 10 o'clock A. M., Tuesday, May 26, 1914:

William P. Nathan, Sergeant, Police Station No. 10, Buffalo, N.Y.
Orman J. Sullivan, Sergeant, Police Station No. 1, Buffalo, N.Y.
Charles J. Trautwein, 30 River Street, Buffalo, N.Y.
I. B. Taylor, Stenographer, Castle Inn, Buffalo, N.Y.

The following witnesses will appear without subpoenas:

Immigrant Inspector Samuel R. Dodds.
Immigrant Inspector John W. Howell, Jr.
Chinese Inspector and Interpreter T. W. G. Wallace.
Inspector Richard H. Taylor.

Very respectfully,

Sig. Richard H. Taylor,

Inspector.

HHH-1t.

Official copy respectfully forwarded to the Bureau, U.S.Commissioner of Immigration, Montreal and Inspector in Charge, Buffalo.

Richard H. Taylor.
Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF _____

CONFIDENTIAL. 53788/1

PORT OF Buffalo, N.Y., May 22, 1914.

Commissioner General of Immigration,
Washington, D. C.

I have the honor to submit herewith, for filing, the following reports and copies of correspondence submitted by the Inspector in Charge at Detroit regarding Chinese smuggling operations in the vicinity of that port:

1. Telegraphic request for summary covering Chinese smugglers under investigation and present means of detecting them, together with request for daily memorandum reports covering details of such work; reply from Inspector in Charge Frick showing that George (Cracker) Richard, "Scotty" Gordon, Albine Ouellette; Lawrence Stoneburg, John Geiser, Harry Freeman, Albert ("Red") Stevens, Jack Clydesdale, Henry and Ovala LaTour, ----Newman and two white women, "Effie" and "Dixie", surnames unknown, are actively engaged in smuggling operations in the vicinity of Detroit; that Ed Dumford, Harold Fontain, Russ Calkins, William Lonnee, ---Beckerson, J. Drain, Paul Romer, Paul Goldsmith, George McIntosh and ----Kovinsky, old time smugglers make occasional trips; that Jim Hop Lee, Frank (Suey Sing) Lee, Ah On Kee and Yee Lee, Chinese restaurant and laundry keepers located at Windsor, Ontario, supply Chinese to the smugglers; that it is the practice of the officers at Detroit to work one "clique" of smugglers against the others and in that way secure information by keeping them constantly at war among themselves; that hearty cooperation is received from the police at Windsor and Detroit; that efforts are constantly made to induce railroad and electric car conductors to report when Chinese are found on their trains; that similar efforts have been made to secure information from steamboat officials operating between Detroit, Toledo, Cleveland and Buffalo; that Willie Pang, a native born American citizen residing in Chatham, Ontario, who makes frequent trips to Windsor, and a white woman named O'Donnell, residing in Detroit, who consorts with Chinese in Windsor, are giving information regarding smuggling operations; that Inspector McCabe is the only Inspector actively engaged on Chinese work, with what the Inspector in Charge can give.

2. Report from the Inspector in Charge dated April 23, 1914, containing synopsis of daily work pertaining to Chinese smuggling operations in the vicinity of Detroit for the week ended April 18, 1914, showing that "Scotty" Gordon and George (Crackers) Richards were the men who smuggled

Ny Goon and Jew Ling, arrested April 4, 1914, and Chin Yuen Chong and Chin Shu, arrested April 5, 1914, into the United States, assisted by Jack Gaul and that an effort was being made to secure evidence against these smugglers.

3. Report from the Inspector in Charge at Detroit dated April 27, 1914, containing synopsis of daily work in connection with Chinese smuggling operations for the week ended April 25, 1914; that Inspector McCabe interviewed Frank Lee for the purpose of having him furnish information regarding smuggling operations of Stoneburg and Stevens who defrauded him, Frank Lee, out of Three Hundred Dollars; that Lee promised to furnish the information requested; that Inspector McCabe brought to the office A. L. Scott, alias Scotty Gordon, suspected of smuggling Jew Ling, Ny Goon, Chin Yuen Chong and Chin Shu into the United States; this party stated that George (Crackers) Richards and Harold Fontain, both of Windsor, were the parties who brought the first two Chinese to Detroit via row boat, and that Ovala (Bay City) LaTour and Fred (Dutch) Gaul, were the parties who smuggled the last two to Detroit via Wabash freight cars; that an attempt would be made to verify this information in order to warrant the arrest of the above five persons; that Willie Pang telephoned on the 21st that two Chinese would be smuggled into the United States destined to Chicago, Illinois, that night; that all passenger trains leaving for Chicago and the South were inspected; the police department notified; that Alfred Chatfield arrested Ah Suey on Grand Trunk train leaving Detroit for Chicago at 7:45 A.M. the following day; that Inspector Fred Watts, Jr., arrested Jew Yick on train leaving for Grand Rapids at 1:30 A.M., April 23; that both these Chinese were identified as being those concerning whom Willie Pang telephoned on April 21st; that information was secured showing that John Geiser and, probably, Fred (Dutch) Gaul were the parties who smuggled these Chinese in; that on April 23 information was received that two Chinese were to be smuggled in destined to George Moy, Chicago, Illinois, who was formerly Interpreter in this serive; that William (Whitey) Anderson and John Geiser were to do the smuggling; that all trains were covered for the apprehension of these Chinese; that Henry and "Slim" LaTour were arrested by the Detroit police on a charge of immorality and that arrangements were made to secure photographs of these two smugglers; that it was subsequently learned the two Chinese destined to George Moy, Chicago, did not get across the river; the O'Donnell woman reported that George Moy and Frank Lee were interested in the smuggling of these two Chinese.

Inspector Ebey was notified to keep George Moy's place under surveillance.

4. Copy of letter from Inspector in Charge Fluckey to Inspector in Charge Frick, dated May 6, requesting information as to why it is thought that smugglers proceed from Detroit to Toledo and thence to Chicago by passenger cars; reply from Inspector in Charge Frick to Inspector in Charge Fluckey, dated May 7, advising that information had been secured from the smugglers that they used freight cars and automobiles to Toledo where Chinese were stalled over night and thence proceeded to their destination; that two Chinese left Windsor April 25th for Pittsburg, Pennsylvania, via Toledo and were safely delivered at their destination.

5. Report from Inspector in Charge at Detroit dated May 3, 1914, giving summary of work in connection with Chinese smuggling operations for the week ended May 2, 1913, showing that on April 26th the O'Donnell woman reported that the two Chinese who were destined to George Moy, Chicago, did not go; that two Chinese were taken by John Geiser and Whitey Anderson to Pittsburg; that Scotty and Gaul pleaded guilty to a charge of grand larceny and were remanded for sentence; that Windsor police are looking for Ovala LaTour upon the same charge but latter has left for parts unknown; that Geiser and Anderson returned to Windsor April 28th after having successfully delivered the Chinese reported by the O'Donnell woman April 26th; April 29th Willie Pang advised that Frank Lee had three Chinese destined to 228 22nd St., Chicago; that Ah On Kee had two destined to 22 South 8th St., St. Louis; that another Chinese was destined to 28 Mott St., New York City; that the Inspectors at Chicago, St. Louis and New York were advised; April 30 Willie Pang advised that Frank Lee had sent letter to James W. Lee, 154 Adams St., East Detroit, regarding smuggling; that Inspector McCabe and Interpreter Kan searched these premises and found Lee Wah She with letters in his possession which indicated that he was smuggled into the United States from Mexico about October, 1911; found letter referred to by Willie Pang which referred to receipt of money from James W. Lee by Frank Lee and contained instructions from the latter as to securing rooms, purchasing tickets, etc., for smuggled Chinese; May 1st Willie Pang reported two Chinese at Windsor destined to Yep Jay, Crystal Falls, Michigan, one going to Sing Lung, 111 Broadway, Ashland, N.Y.; that Chinese Inspectors at New York ahd Chicago were notified; Willie Pang also reported that two Chinese would be smuggled that night, one destined to Chicago and one to St. Louis, both of these offices were notified; Inspector McCabe went to Jackson, Michigan, where he examined all Central Michigan trains; May 2nd Willie Pang reported that two Chinese had left with Jack Clydesdale but owing to the latter's drunken condition they were afraid to proceed and returned to Ah On Kee at midnight.

6. Letter to Inspector in Charge Frick, dated May 11, requesting what arrangements, if any, were made for compensating Willie Pang and the O'Donnell woman for the confidential information furnished; what

became of Lee Wah Shu found at 154 Adams St., East Detroit, apparently smuggled in from Mexico; and requesting to be furnished with copies of communications sent to other officers regarding Chinese smuggling operations. Reply from Inspector in Charge Frick to latter letter under date of May 12, 1914, advising that Willie Pang is being paid $40 a month for one month beginning April 21st; that the O'Donnell woman is not being paid at all for information; that she is an ex-Chinese and opium smuggler; that she is furnishing information in order to get other Chinese smugglers out of business; that she is a consort of Frank Lee and visits his place frequently; that Lee Wah She was arrested on Departmental warrant; that copies of correspondence requested would be sent at the close of each week. Copy of letter to Inspector in Charge Frick dated May 18, 1914, requesting that copies of correspondence be sent to me at the time the originals were mailed.

7. Report from Inspector in Charge Frick dated May 12, 1914, summarizing Chinese smuggling work for week ended May 9, 1914, showing that on May 3rd Inspector McCabe received telephone message from Willie Pang at 2 A.M. stating that 4 Chinese had left Windsor accompanied by Whitey Anderson and John Geiser destined to Chicago; that Chicago was advised by wire; that all trains were covered and several Chinese laundries searched in attempt to locate the Chinese during the night; that the following day learned that the Chinese had succeeded in escaping; that May 5th Willie Pang reported that one Chinese was destined to 4219 Superior Street, Toledo, and was expected to cross the river that night; that Fred (Dutch) Gaul and Gordon Scott, alias Scotty were sentenced to nine months in Central Prison, Toledo; May 6 Willie Pang reported that Chinese destined to Toledo did not cross the previous night but were expected to cross that night; the Inspectors at Cleveland and Toledo were notified; smugglers Geiser and Anderson returned to Windsor, evidently they made a successful trip; May 7th Willie Pang reported that Bemy Ouellette was going to row across the river and place in car at the Grand Trunk yards one Chinese destined to 28 Mott St., New York City; May 8th Willie Pang telephoned that Ouellette failed to take the above mentioned Chinese across; received information that Geiser and Anderson were to take some Chinese to Chicago; O'Donnell woman reported that smugglers had changed their mode of operations; that automobiles were used to Toledo and passenger and electric trains would be used beyond that point; that freight trains were to be used out of Detroit when possible; Cleveland and Toledo were notified; May 9th Sheriff Oakman telephoned information that two Chinese were brought across the river and landed at River Rouge; that colored people would meet them at the latter place and take them in automobile to Toledo where they would be met by white men and proceed to their destination; that a few minutes after receiving above Willie Pang telephoned that two Chinese had left Windsor accompanied by two white men, smugglers, who were destined to Crystal Falls, Michigan, to the laundry of Yep Jay; telephoned Sheriff

and Chief of Police at Monroe, Michigan, and asked them to detail officers to guard bridges and watch for smugglers in automobiles en route to Toledo.

Inspector Ebey under date of May 14th reported that Inspector Roat had been sent to Crystal Falls, Michigan, upon receipt of information that two Chinese were destined to that place, where he remained a couple of days and then arranged with the Chief of Police to watch for the Chinese, but subsequently learned that the plans of the smugglers had been changed and that an unsuccessful attempt was made to add these two Chinese to a party of four that were to be placed in bonded cars in London, Ontario, by Red Stevens and Lawrence Stoneburg, which latter attempt failed because of the fact that the two Chinese refused to be transported in that manner.

8. Report from Inspector in Charge Frick dated May 17, 1914, giving synopsis of work in connection with Chinese smuggling at Detroit for week ended May 16, 1914, showing that on May 10th Inspector Frick telephoned Inspector Ebey at Chicago regarding the two Chinese destined to Crystal Falls, Michigan, previously referred to; May 11th Willie Pang reported that three Chinese were to be smuggled across that night, one destined to 228 22nd St., Chicago, one to 28 Mott St., New York City, and one to 111 Broadway, Ashland, N.Y. (the same as referred to in No. 5 above); that the O'Donnell woman reported that Stoneburg and Stevens attempted to smuggle four Chinese into the United States by freight cars from London; the latter information was verified by Willie Pang, who stated that the two Chinese destined to Crystal Falls, Michigan, did not cross but were taken to London where Stoneburg and Stevens attempted to put them in a freight car; that they refused to go that way and were brought back to Windsor and four others returned to Toronto; May 12th Inspector McCabe brought George (Crackers) Richards, referred to April 20th, to the office where he was questioned without results; that Harold Fontain, smuggler, was arrested in Windsor for carrying concealed weapons and sentenced to 60 days in jail; May 13th Willie Pang further verified the information that Stoneburg and Stevens failed to place Chinese in car at Windsor; that John Geiser was arrested in Windsor as a suspicious character and Inspector McCabe secured a photograph of him; copies of same will be mailed to border stations as soon as secured; May 14th received information that Frank Lee , the O'Donnell woman and four Chinese were arrested by Windsor police charged with conducting an opium joint; that Inspector McCabe arranged through Canadian Immigration officials to have the O'Donnell woman released on suspended sentence; that this will interfere with her securing information for the present; May 16th Willie Pang reported that another attempt would be made to smuggle the two Chinese destined to Crystal Falls, Michigan; that unsuccessful efforts were made from 8 P.M. until after midnight and again from 6 A.M. to noon the

following day to reach Inspector Apple at Toledo regarding this information; that the police at Jackson, Michigan, and Monroe, Michigan, were advised of this attempt to smuggle and requested to have their officers watch for contraband Chinese; that Inspector Coe, Port Huron, advised that the night car checker at Port Huron informed him that C & A freight car No. 17107 loaded with sugar from New York to Toledo which passed in transit through Canada arrived at Port Huron 1:30 A.M. May 16th and left at 10 A.M.; that the car checker heard a noise in this car, which probably contained Chinese.

9. Copies of correspondence from Inspector in Charge Frick at Detroit to Inspectors in Charge at Port Huron, Cleveland, and Chicago regarding Chinese smuggling operations referred to in the above mentioned weekly reports; one letter No. 2242/102 dated May 20, 1914, transmitting to Chicago for translation two Chinese letters found in a sealed box car of the Grand Trunk system when it reached the yards at 51st St., Chicago, Monday, May 18th, together with information that the Chief Special Agent of that System, James F. Foley, also reports that the seals of this car had been broken and has promised to furnish name and number of car; that this confirms report that six Chinese crossed from Detroit May 16th.

The foregoing would indicate that Chinese smuggling operations are flourishing in the vicinity of Detroit. Although only one officer, Inspector McCabe, is engaged on Chinese work in Detroit, it would appear that in view of the information furnished by informant Willie Pang and the O'Donnell woman some of the smugglers, who seem to be operating rather boldly, should be apprehended, and the matter will be taken up as soon as I reach that city, with a view of improving condition. In the meantime Inspector in Charge Frick has been requested to seek further information from all railroad conductors regarding the movement of Chinese to London and Windsor, as per copy of communication attached hereto. There also appears to be a little friction between the Cleveland and Detroit office which I will endeavor to quietly overcome. In order to back up the Detroit office, Inspector in Charge

Fluckey at Cleveland was directed to detail an additional officer to Toledo for exclusive work in connection with Chinese smuggling operations and Inspector Cameron Miller has been assigned to this duty with instructions to submit daily reports covering his work.

Richard H. Stayton,
Immigrant Inspector.

RHT-IT.

#1

April 14, 1914.

Immigration Service,
Detroit, Michigan.

Mail summary covering Chinese smugglers under investigation, the present means employed to detect them, and send daily memorandum reports covering details of such work.

TAYLOR.

Attest:

Immigrant Inspector.

AHW

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

RECEIVED
BUREAU OF IMMIGRATION
APR 18 1914

Office of Inspector in Charge,
Port of Detroit, Michigan,
April 16, 1914.

No. 2242/102.
LAS

Commissioner-General of Immigration,
Washington, D. C. (Through Official Channels)

Receipt is acknowledged of the following telegram:

"Washington DC Apl 14th.,1914.

Immigration Service
Detroit Mich

Mail summary covering Chinese smugglers under investigation the present means employed to detect them and send daily memorandum reports covering details of such work.

Taylor"

In answer thereto, I beg to submit the following:

Smugglers actively engaged in Chinese smuggling: George (Crackers) Richards; -------(Scotty) Gordon; Albime Ouellette; Lawrence Stoneberg; John Geiser; Harry Freeman; Albert ("Red") Stevens; Jack Clydesdale; Henry Latour, Ovala Latour; ---------Newman; and also two women named Effie and Dixie, surnames unknown.

Old-time smugglers who make occasional trips: Ed Dumford; Harold Fontain; Russ Calkins; William Lonnee; -------Berkerson; J.Drain; Paul Romer; Paul Goldsmith; George McIntosh; ---------Kovinsky.

Chinese restaurant and laundry keepers located at Windsor, Ontario, Canada, from which smuggled chinese are secured: Jim Hop Lee; Frank Lee (Suey Sing); Ah On Kee; and Yee Lee.

The present means employed to detect these smugglers is as follows:

1st. The smugglers operate in "cliques". Whenever an arrest is made, we first learn if possible whith clique handled the man, and we then let it be known that the smuggling act wastipped off by the opposite clique. In other words it is our effort to cause these cliques to be constantly at war, in order that we will receive advice of any contemplated move of Chinese.

2nd. The Police Department at Windsor, Ontario, Canada, as well as the local police department, give us their hearty cooperation. Effort is constantly made to induce the railroad conductors, as well as the electric line conductors operating out of Detroit, to notify us should Chinese be found on their respective trains, or should they be found boarding their respective trains within a radius of seventy-five miles of Detroit. The above also applies to steamboat officials operating between Detroit, Toledo, Cleveland and Buffalo. The police and the sheriff's officers in different parts of Michigan, adjacent to the County of Wayne, also keep their eyes opened for smuggled Chinese and their smugglers; and often notify us of their having

detained Chinese found passing through their respective localities, or found in their respective localities.

We also receive advice from a Chinese person named Willie Pang, a native born American citizen, residing at Chatham, Ontario, who makes frequent trips to Windsor, Ontario; and also from a white woman named -------- O'Donnell, residing in Detroit, who consorts with these Chinese at Windsor, Ontario.

In regard to the daily memorandum reports to be submitted covering details of such work, do I understand that you desire reports mailed daily, or should they be mailed weekly the details being given for each day's work?

Inspector James McCabe is the only inspector actively engaged on Chinese detail. This work is entirely performed by him with the assistance of the Inspector in Charge; except on occasional periods when he received information that an attempt will be made to smuggle in Chinese, on which occasion other immigrant inspectors are assigned to render such assistance as he desires.

G. Oliver Trick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#2

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No.1683.
LAS

April 23, 1914.

Mr. Richard H. Taylor,
c/o Immigration Bureau,
Washington, D. C. (Through Official Channels)

Below will be found synopsis of the daily work pertaining to Chinese smuggling and Chinese detail for the week ending April 18, 1914.

April 17th: - Information was received from a confidential source, that two Chinese were at Windsor, one of whom was destined to Hammond, Indiana, while the other was destinedto Chicago. Inspector McCabe arranged for the inspection of all trains leaving Detroit, and also instructed the Special Officer on the Detroit & Cleveland boats, to notify our Cleveland office if they had any Chinese passengers. Later in the day information was received that the expense money for the removal of these Chinese had not arrived.

April 18th: - Inspector McCabe was directed to investigate the report that "Scotty" Gordon, and George (Crackers) Richards, were the men who smuggled into the United States Ny Goon and Jew Ling, arrested on April 4th, and Chin Yuen Chong and Chin Shu, arrested on April 5th. We are satisfied that these two, together with one Jack Gaul

are the parties who had charge of the Chinese aliens in question; but thus far we have been unable to secure sufficient evidence to begin proceedings against these aliens. The same arrangements as were made on April 17th, were continued on this date. No Chinese were arrested on either date.

G Olivier Frick

Inspector in Charge.

(COPY)

Buffalo, N.Y., April 26, 1914.

No. 53620/309-D.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Receipt is acknowledged of your report of the 23rd instant, No.1683 LAS, giving synopsis of the daily work pertaining to Chinese smuggling operations in your district for the week ended April 18, 1914.

Judging from the above and other reports, you have a good informant on your staff. Let me know just what you have along this line and what you you need so I can arrange for their employment if necessary. What became of Informant Geiser? Did he get the hundred dollars which we recommended last summer?

Am glad to note the good work you have been doing and assure you I will do everything in my power to assist you in the future. All information from this, and any other district, with a Detroit connection, will be furnished you immediately.

Please keep me fully advised.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#3

Office of Inspector in Charge,

Port of Detroit, Michigan,

No.1683.
LAS

April 27, 1914.

Mr. Richard H. Taylor,
C/O Bureau of Immigration,
Washington, D.C.
(Through Official Channels)

Below will be found synopsis of work done in connection with Chinese smuggling at Detroit, during the week ending April 25, 1914.

April 20th: --

By previous arrangement Inspector McCabe was directed to meet Frank Lee (Suey Sing), in Windsor, in order to prevail on him to furnish us with sufficient information to effect the capture of Stoneberg and "Red" Stephens. Inspector McCabe played the fact that these two smugglers had defrauded Frank Lee out of $300., as a reason for his delivering Stoneberg and Stephens to us. After a good deal of talk, Frank Lee agreed to give us this information; and while his reliability is questionable, we believe that in the end, he will give us the information desired. Inspector McCabe was also brought to the office one Gordon, or A.L.(Scotty) Scott, suspected of being connected with the smuggling into the United States of Jew Ling and Ny Goon, on April 3,1914,and of Chin Yuen Chong,and Chin Shu,on April 4,1914. Scott, closely questioned, finally admitted that George (Crackers) Richards and Harold Fontain, both of Windsor, were the parties who brought the first two Chinese to Detroit, via row boat; and that Ovila (Bay City) Latour and Fred (Dutch) Gaul, were the parties who smuggled the last two Chinese to Detroit,via Wabash freight car. Endeavoring to secure corroborative testimony of this information in order to warrant us in arresting all five above named persons.

April 21st:
Willie Pang phoned that two Chinese were to be smuggled into the United States, destined to Chicago, Illinois, that night. Had all passenger trains leaving Detroit for Chicago, and all going south from Detroit inspected by our officers. Also notified Police Department. Result, Alfred Chatfield succedded in arresting Ah Suey, on Grand Trunk train leaving Detroit for Chicago at 7:45 A.M., on April 22nd.

April 22nd:
Close watch was kept on all trains departing from Detroit during thd day in order to effect the capture of the second Chinese smuggled on the night previous. Inspector Fred Watts, Jr. arrested Jew Yick, on train leaving Detroit for Grand Rapids, at 1:30 A.M., April 23rd. Both Chinese, Ah Suey and Jew Yick, have been identified as those Willie Pang telephoned us were leaving Windsor. Information was secured that John Geiser and probably Fred (Dutch) Gaul, were the parties responsible for smuggling these two men.

April 23rd:
Received information that two more Chinese were to be smuggled, destined to George Moy, Chicago, Illinois, who was formerly interpreter in the U.S. Immigration Service, and that William ("Whitey") Anderson and John Geiser were to do the smuggling. Arranged to have all trains inspected by Immigrant I nspectors, during the day and night. Also advised Customs Inspectors to watch freight trains. Also enlisted services of Police Department. Henry Latour, alias "Slim" Latour, was arrested by Detroit Police, on a charge of immorality. Have arranged with Police Department to photograph Latour, in order to secure photographs for our inspectors along the border, for future use in detecting him should he be found with Chinese in other points, we having been informed that he is endeavoring to enter the smuggling game once more.

April 24th:
The two Chinese referred to under date of April 23rd. still in Windsor, expense money not having arrived.

April 25th:
Informed by ------O'Donnell, that George Moy's men would be brought across the river this

night. Every precaution taken to arrest the smugglers and the Chinese; but as late as 12 o'clock, midnight, this date, received no reports of any captures being made. Chicago office should be directed to keep George Moy's place under surveillance, as .....O'Donnell reports that Moy and Frank Lee have agreed to split even ~~separate~~ if the Chinese who are destined to Moy in Chicago are successfully smuggled.

G Alexis Frick

Inspector in Charge.

(COPY)

No. 53620/309-D Buffalo, N.Y., April 28, 1914.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Receipt is acknowledged of your synopsis of work in connection wirh Chinese smuggling at Detroit for the week ended April 25, 1914, and it is gratifying to note how you and your officers are pursuing the smugglers.

The possibility of having Frank Lee turn in Red Stevens and Stoneburg is noted. I find the Buffalo office has been unable to locate either Red Stevens, Albert Ouellette or Lorne Stoneburg at the addresses given in Toronto; a further attempt will be made to locate them at either 234 ot 243 Wellesley St., Toronton, but, in the meantime, if you have any further information concerning them please advise me at your earliest convenience.

The Chicago office was promptly advised regarding the two Chinese destined to GEORGE MOY and instructed to keep the latter's place under surveillance for the present. Whenever you have information similar to this, please do not hesitate to wire or write the officer in charge of the district concerned; a copy of such communication will be sufficient for my record.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT,

#4

U. S. DEPARTMENT OF LABOR

Immigration Service.

Office of Inspector in Charge.
Cleveland, Ohio

May 6, 1914.

No. 1542/1.

(C O P Y)

Inspector in Charge,
Immigration Service,
Detroit, Mich.

I have your letter of May 5th, No. 2242/102, in reference to a party of Chinese which have been recently smuggled from Windsor to Chicago, and note that you state further "It is thought that the smugglers proceeded from Detroit to Toledo and that passanger cars were used from Toledo to Chicago". Will you be kind enough to advise why you think this to be the case.

(Sgd) J. W. Fluckey.
Inspector in Charge.

L

Duplicate.

U. S. DEPARTMENT OF LABOR
Immigration Service

Office of Inspector in Charge,
Detroit, Michigan,
May 7, 1914.

No. 2242/102.

Inspector in Charge,
U. S. Immigration Service,
Cleveland, Ohio.

In reply to your letter No. 1542/1, dated May 6, 1914, in which you ask to be advised why we think Chinese are being taken from Detroit to Toledo, and from that point use passenger cars to Chicago, you are advised that from information secured by us from the smugglers at Windsor, Ontario, we learn that on the night of April 25th, two Chinese left Windsor for Pittsburgh, Pa., via Toledo, and that they were safely delivered at their destination.

The smugglers also state that they are using freight cars and automobiles to Toledo, where the Chinese are stalled over night, and from which place they proceed to their destination.

Of course we have no personal knowledge of this facts, and are only giving you the best information which we can obtain from the smugglers who have given us valuable information, and which has led to the arrest of Chinese and their smugglers in the past.

(Signed) G. Oliver Frick,
Inspector in Charge.

Duplicate

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#5

OFFICE OF Inspector in Charge,

PORT OF Detroit,Michigan,

No.1683.
LAS

May 3, 1914.

Mr. Richard H. Taylor,
c/o Bureau of Immigration,
Washington,D.C.

Below will be found synopsis of work done in connection with Chinese smuggling at Detroit, during the week ending May 2, 1914:

April 26th:

Advised by .....O'Donnell that two Chinese who expected to leave yesterday for Chicago destined to George Moy,did not go,as for some reason unknown the plans fell through. Instead two Chinese were taken by John Geiser and "Whitey" Anderson to Pittsburgh. Had all passenger trains watched; customs officers were instructed to examine freight cars; police notified; also police at Monroe,Michigan, requested to be on look-out for these Chinese. "Scotty" and Gaul, previously referred to,were arrested by Windsor police on charge ofstealing from freight cars.

April 27th:

"Scotty" and Gaul plead guilty to grand larceny;remanded for sentence for eight days. Windsor police looking for Ovla Latour,upon same charge. Latour has left for parts unknown.

April 28th:

Anderson and Geiser returned to Windsor,evidently getting successfully through withthe Chinese. Inspector McCabe investigated report that Chinese were kept over night at 86 Winder St.,Detroit. Found two Chinese there who are residents of this city,and connected with the Savoy Cafe.

April 29th:

Inspector McCabe at Jackson on hearing granted Chinese aliens Dea Tang and Lum Sin Yuen. Willie Pang advises that Frank Lee has three Chinese going to 228 22nd.St.,Chicago,and that Ah On Kee has two boys,one destined to 22 South 8th.St.,St.Louis,while another is destinedto 28 Mott St.,New York. Our officers at Chicago, St.Louis,and New York,adfised of above.

April 30th:

Willie Pang advises us that Frank Lee had sent letter to James W.Lee,154 Adams St.,East,Detroit, suspected rendezvous for smuggled Chinese. Inspector McCabe and Interpreter Kan,of Chicago office,searched this address,but found no smuggled Chinese from Canada. One Chinese residing at this address,named Lee Wah She,and letterwas found in his possession which indicated that he was smuggled into the United States from Mexico about October,1911. Found letter referred to by Willie Pang. This letter referred to receipt of money from James W.Lee,by Frank Lee,and contained instructions from Frank Lee as to securing rooms,purchasing tickets,for smuggled chinese,the profits to be divided.

May 1st:

Received information from Willie Pang that two Chinese were at Windsor,one going to Yep Jay Crystal Falls,Michigan,and one going to Sin Lung,111 Broadway,Ashland,N.Y. Notice sent to Chicago,and to Inspector in Charge Sisson at New York. Also advised that Frank Lee had gone to Toronto,and not expected back until Saturday. .....O'Donnell also telephoned me that Frank Lee had left for Toronto,and would be gone several days. Therefore nothing doing until he returns. Willie Pang advised that tw o Chinese would be smuggled this night,one destined to Chicago,the other to St.Louis. Telegraphed St. Louis office giving this information. Also notified Chicago office. Inspector McCabe went to Jackson,Michigan,where he examined all Michigan Central trains arriving there from Detroit, duringthe night,and early morning,we being advised that thisroute would be used. No arrests.

May 2nd:

Willie Pang advises that two Chinese left with white smuggler Jack Clydesdale, but owing to his drunken condition were afraidto proceed, and returned to Ah On Kee's, about midnight.

All trains leaving Detroit have been covered during the entire week.

G. Oliver Frick

Inspector in Charge.

(COPY)

#6

Bo. 53620/309 D.

Buffalo, N.Y., May 11, 1914.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Adverting to your report No. 1683-LAS, dated May 3, 1914, kindly advise me what arrangements, if any, have been made for compensating Willie Pang and the O'Donnell woman for the confidential information they are furnishing.

In connection with the investigation made at 154 Adams St., East Detroit, by Inspector McCabe and Interpreter Kan, April 30, please advise what action was taken in respect of LEE WAH SHE upon whom letters were found indicating that this Chinese was smuggled into the United States from Mexico, October, 1911.

Your attention is respectfully invited to the last paragraph of my letter of the 28th ult. requesting to be furnished with copies of communications sent to other officers regarding Chinese smuggling operations; this should include copies of telegrams as well as other correspondence.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

Castle Inn,
Buffalo, N.Y.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Office of Inspector in Charge,
Port of Detroit, Michigan,
May 12, 1914.

No.1683.

Mr.Richard H.Taylor,
Immigrant Inspector,
Washington,D.C.

In reply to your letter No.53620/309, dated May 11, 1914, marked"Confidential", in which you ask what compensation if any is being paid Willie Pang and the O' Donnell woman for the confidential information furnished regarding Chinese smuggling, you are advised that Willie Pang is being paid $40. a month, for a period of one month, beginning April 21st, while the O'Donnell woman is not being paid at all for her information. This woman is an ex-Chinese and opium smuggler, and it is our opinion that she is again engaged in the business, or is attempting to arrange matters for her enteringtherein, and that the information which she gives us is for the purpose of paying off a debt owed to Chinesesmugglers, hoping that they will be arrested and convicted, and thereby clear the way for herself. She is a consort of Frank Lee, and visits his place frequently.

While the information furnished by her is accepted yet we are keeping a close watch on her actions, in order to learn if she is at present eggaged in the smugglingwork.

In reply to your query as to what action was taken in the case of Lee Wah She, upon whom letters were found indicating that this Chinese was smuggled into the United States from Mexico, October, 1911, you are advised that he was arrested on Department Warrant, and given a hearing.

In reply to the last paragraph of your letter, you are advised that hereafter copy of all our communications sent to other offices, regarding Chinese smuggling operations, as well as copies of telegrams, will be forwarded you at the close of each week.

G. Oliver Frick
Inspector in Charge.

GOF-LAS

Send at once

(COPY)

Buffalo, N.Y., May 18, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Reference being had to the final paragraph of your letter No. 16831, dated May 12, 1913, would ask that you kindly have copies of letters and telegrams relating to Chinese smuggling opefations mailed to me at the time the originals are sent; this should not interfere with your work and will be of great convenience to me; send only such correspondence as relates to the smuggling of Chinese.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#7

OFFICE OF Inspector inCharge,

PORT OF Detroit, Michigan,

No.1683. May 12, 1914.

Mr. Richard H. Taylor,
c/o Bureau of Immigration,
Washington, D. C.

Below will be found synopsis of work done in connection with Chinese smuggling at Detroit, during the week ending May 9, 1914:

May 3rd: Inspector McCabe received a telephone message from Willie Pang at 2 A.M., that four Chinese had left Windsor, accompanied by two white men, "Whitey" Anderson and Johnny Geiser, who were to be taken to Chicago, Illinois. All customs officers at different freight stations were advised of this attempt to smuggle; outgoing passenger trains were watched by immigrant inspectors; advised Chicago office by wire; searched several laundries in hopes that Chinese were kept in city during the night.

May 4th. Continued search of Chinese laundries and stores at Detroit for the smuggled Chinese. Also learned that they succeeded in ascaping our detection.

May 5th. Received teleph one message from Willie Pang that one Chinese was to go to Toledo, whose destination was 4219 Superior St., Toledo. Chinaman was expected to arrive at Windsor during the night. This date Gordon Scott, alias "Scotty", and Fred ("Dutch") Gaul, alias "Gauly", were sentenced by the police magistrate at Toronto, Ontario, to nine months in Central Prison, Toronto. This removes two smugglers from the active list.

May 6th. Advised by Willie Pang that Chinese destined to Toledo did not cross the river the previous night, but was expected to cross the river this night. Inspector McCabe observed the Chinaman at Windsor, and notice was sent to Inspectors Flucky and Apple. Geiser and Anderson returned to Windsor, evidently having made a successful trip.

Searched resorts at Detroit for the Chinaman to be taken to Toledo.

May 7th. Informed by Willie Pang that one Chinese destined to 28 Mott St.,New York,was to be smuggled across the Detroit River by Bemy Ouellette,by row boat, and placed in car at the Grand Trunk yards.

May 8th. Willie Pang phoned that Ouellette failed to take the Chinaman as agreed. Also received information that Geiser and Anderson were soon to take some Chinese to Chicago. Also learned from [redacted] ..... O'Donnell that smugglers had changed their mode of operation; that automobiles were used from Detroit to Toledo,and from that point passengers trains and electric lines were used. Also stated that when possible freight trains were used out from Detroit. Notice to this effect furnished Cleveland and Toledo offices.

May 9th.

Sheriff Oakman telephoned me that he had received a tip that two Chinese were brought across the river and landed at River Rouge,outside of the city limits; that colored people would meet the Chinamen at River Rouge where they would be loaded into an automobile and taken to Toledo,the white men meeting the Chinese at Toledo,and proceeding to their destination. A few minutes after receiving this information Willie Pang phoned that two Chinese had left Windsor accompanied by two white smugglers who were destined to Crystal Falls,Michigan,to the laundry of Yep Jay. River Rouge being outside the city limits,the service of the pol ice could not be used. As the men had already left could not have my inspectors arrive there in time to head off smugglers. Telephoned Sheriff and Chief of Police at Monroe,Michigan,advised them of the facts and asked them to detailofficers to guard both bridges by which the smugglers would have to pass through Monroe, en route to Toledo, and if found,to arrest them and hold for this office. Also advised Inspector Apple at Toledo.

If the Chicago office communicated with the Chief of Police at Crystal Falls, Michigan, undoubetedly he could locate the two smuggled Chinese.

G. Oliver Frick

Inspector in Charge.

GOF-LAS

Department of Commerce and Labor
U. S. IMMIGRATION SERVICE

#8

OFFICE OF Inspector in Charge,

PORT OF Detroit, Michigan.

No.1683. May 17, 1914.

Mr. Richard H. Taylor,
c/o Bureau of Immigration,
Washington,D.C.

Below will be found synopsis of work done in connectionwith Chinese smuggling at Detroit, during the week ending May 16, 1914:

May 10th; Telephoned Inspector Ebey at Chicago that two Chinese destinedto Crystal Falls,Michigan were smuggled across the Detroit River from Windsor on the night previous.

May 11th; Advised by Willie Pang that three Chinese were to be smuggled across tonight one destined to 228 22nd.St.,Chicago,one to 28 Mott St.,New York, andone to 111 Broadway,Ashland,N.Y. Advised by .....O'Donnell that Stoneberg and "Red" Stephens attempted to smuggle four Chinese into the United States by having them loaded in freight cars at London,Ontario. This information was subsequently verified by Willie Pang,who stated that the two Chinese who were destined to Crystal Falls, and whom we thought were brought across the Detroit River and taken to Toledo by automobile, did not take thetrip, Instead the smugglers took them to London,Ontario,where they intended placing them in the same freight car with the Chinamen in charge of Stoneberg and "Red" Stephens. However theWindsor Chinamen objected, and during the noise which ensued in the argument,their presence in the car was discovered by railway employees, and as a result the whitemen and Chineese were all taken from the car, thefour Chinese in charge of Stoneberg and Stephens being returned to Toronto, while the two Chinese from Windsor were brought back to Windsor.

May 12th: Inspector McCabe found George (Crackers) Richards referred to under date of April 20th,at the foot of Woodward Avenue,Detroit,and had him brought to the office,where he was questioned,at which

time he denied being implicated in the smuggling of Chinese, but gave some information which we did notconsider reliable. Harold Fontain, another Chinese smuggler, mentioned quite frequently in my correspondence, was arrested by the Windsor police charged with carrying concealed weapons. Was sentenced to pay $30. fine, or serve sixty days in jail, and is now serving sentence.

May 13th: Information was obtained from Willie Pang, corroborating previous days information thattwo Chinese who left Windsor on the 11th. were brought back from London, as stated. John Geiser, well known to you through correspondence, was arrested by Detroit police as a suspicious person. Inspector McCabe had him photographed by police and copies will be mailed to border stations as soon as secured from them.

May 14th; Received information that Frank Lee, /.....O'Donnell, who has been furnishing us with information, and four other Chinese were arrested by Windsor police, charged with conducting an opium joint. No movement of Chinese on account of this raid.

May 15th: Had Inspector McCabe see Canadian Immigration Officers and Magistrate Legate, of Windsor, in reference to the O'Donnell woman, as her information was considered reliable and did not want her to be sent to prison. Magistrate released her on xxxxxxxxx suspended sentence, though he warned her not to be found at Frank Lee's place again.

May 16th: Publicity furnished O'Donnell woman by newspapers will prevent her from visiting Windsor, for some time at least. This informant states that she will continue to give us whatever information she obtains, though this will necessarily be limited. Received information from Willie Pang that two Crystal Falls Chinese were to be smuggled into the United States this night. This is the fourth attempt that has been made to get these Chinese through. Effort was made from 8 P.M., until after midnight, to get Inspector Apple of Toledo by long distance phone, without success. Also tried to raise him again from 6:30 A.M., to 12 o'clock, noon, on the 17th. without results. Police at Jack-

son and Monroe were advised of this attempt at smuggling with request that they have their officers keep a watch for any contraband Chinese. Advised by Inspector in Charge Coe that the night car checker at Port Huron informed him that C.& A freight car No.17107,loaded with suger,from New York to Toledo,which passed in transit through Canada,arrived at Port Huron at 1:30 A.M.,May 16th,and left Port Huron at 10 A.M., and that the checker noticed a noise from within this car, and it was Coe's opinion that car contained Chinese. This matter reported under separate cover.

G Orion Frick
Inspector in Charge.

GOFLAS

#9

Inspector in Charge,
Detroit, Michigan,
May 20, 1914.

No.2242/102.

Inspector in Charge,
U.S.IMMIGRATION SERVICE,
Chicago,Illinois.

I enclose herewith two letters written in Chinese characters, which were handed me by Mr. James F. Foley, Chief Special Agent, Grand Trunk Railway System, Detroit, Michigan, who informs me that these letters were found in a sealed box car which reached their yards at 51st. St., Chicago, on Monday morning, May 18th.

2 Rec'd May 16 Parcel Post

Mr. Foley states that one of their men discovered that the seal had been broken on this car, and upon making examination, he found four empty beer bottles therein, and these two Chinese letters, which I herewith enclose. Mr. Foley did not have the name of the freight car, nor its number; but has promised to furnish me with this information.

This information will confirm my report to you that six Chinese were smuggled across the Detroit River on the night of May 16th, by means of freight or passenger cars. I would thank you to furnish me with a translation of these letters, and anoth any other information you have secured regarding these Chinese.

(Signed) G.OLIVER FRICK
Inspector in Charge.

GOF-LAS

Immigrant Inspector Richard H.Taylor.
For your information and file

G. Oliver Frick
Inspector in Charge.

Inspector in Charge.

Detroit, Michigan.

No.2242/102. May 20, 1914.

Mr. James F. Foley, Chief Special Agent,
Grand Trunk Railway System,
Brush St., Depot,
Detroit, Michigan.

Sir:

This office has what we deem reliable information to the effect that a man named Anderson, in the employ of your company in the yards at Windsor, Ontario, who is the father of one "Whitey" Anderson, a well known Chinese smuggler, is permitting the use of h is shanty for Chinese smuggleng, i. e. he permits the white men to keep their Chinamen in, or near, his shanty until a favorable opportunity arrives for them to open a sealed box car and place the Chinese therein, their destination being some point in the United States.

I would thank ye u if you would bring this matter to the attention of the Grand Trunk officials in Canada, in order that they could place a secret service man in their freight yards at Windsor, to bring about the detection and arrest of these smugglers.

(Signed) G.OLIVER FRICK

GOF-LAS Inspector in Charge.

Mr.Richard H.Taylor,Immigrant Inspector,
Castle,Inn.,Buffalo.

For your information and file.

G Oliver Frick
Inspector in Charge.

Inspector in Charge,
Detroit, Michigan,
May 13, 1914.

No.2242/102.

Inspector in Charge,
U.S.Immigration Service,
Cleveland,Ohio.

In further reference to my telephone communication to Inspector Apple at Toledo, and correspondence regarding the smuggling in of two Chinemen from Windsor, Ont., on the night of May 9th, who were destined to the Yep Jay laundry, Crystal Falls, Michigan, you are advised that I have just now received advice that at the last minute the plans of the smugglers were changed from the use of authmobiles from Detroit to Toledo, the being taken from Windsor to London, Ont., where they were joined to a party of four Chinese who were being handled by Lawrence Stoneberg and "Red" Stephens. Effort was made to place the six Chinese in freight car in the Grand Trunk yards at London,Ont.,but the party was discovered by the railway officials,and made their escape. Knowing that they were being watched by the police and railway officials,the white men returned the two Chinese to Windsor, while the four in charge of Stoneberg and "Red" Stephens were turn returned to Toronto,Ont.

(Signed) C.OLIVER ERICK.
Inspector in Charge.

LAS

Inspector in Charge,
Chicago,Illinois.
Above is in reference to my telephone communication of May 10th.and correspondence relating to this attempt at smuggling.

Inspector

Inspector in Charge,
Detroit, Michigan,
May 14, 1914.

No.2242/102.

Inspector in Charge,
U.S.Immigration Service,
Cleveland,Ohio.

I have at hand your letter No. 1542/1, dated May 13, 1914, in reference to two Chinese who were to be conveyed to Toledo by automobile on May 9th. In reply to your request to "obtain and advise you at our very earliest convenience further information as to the route traveled by the automobile, the point ofentry into Toledo, and approximate time of a rrival there; also to what resort the Chinese were delivered. Descriptions of the machine and driver would also aid us materially in an investigation which is contemplated,"you are advised that if we were able to get all this information, it seems to me that our officers could intercept the smuggled Chinese before they got out of the City of Detroit. You are advised that wem are furnishing all officers with all the information which we receive and which we believe to be reliable.

However you are referred to our letter of even number under date of May 13th, in reference to this matter.

GOF-LAS

Inspector in Charge.

EXACT COPY AS SIGNED BY George Frick

MAILED MAY 14 1914 BY Lewis Lafferty

Inspector in Charge,
Detroit, Mich.

No. 2242/102. May 15, 1914.

Inspector in Charge,
U.S. Immigration Service,
Port Huron, Michigan.

You are advised that an attempt was made on the night of May 9th, to smuggle six Chinese into the United States through Port Huron, by means of having the Chinese placed in a sealed box car. Lorne Stoneberg and "Red" Stephens brought four Chinese from Toronto to London, where they were joined by two Chinese taken from Windsor, and when an effort was made to place the Windsor Chinese in the car they objected, and the noise directed the attention of the railway officials to the smugglers, compelling them to abandon their attempt. The Toronto Chinese were then returned to Toronto, and the Windsor Chinese were brought back to Windsor.

You are advised that "Red" Stephens left Windsor at 2 A.M., this morning, for Toronto, and his purpose in going there is undoubtedly to arrange for another party of Chinese to be smuggled into the United States. For your information you are advised that Stongberg and Stephens are operating together, and their mode of operation is by means of sealed box cars, the Chinese being loaded at London, and entering U.S. through Port Huron.

EXACT COPY AS SIGNED BY
MAY 15 1914
MAILED

COP-LAS

Inspector in Charge.
BY

Inspector in Charge,
Detroit, Michigan,

No. 2242/102. May 17, 1914.

Inspector in Charge,
U.S. Immigration Service,
Port Huron, Michigan.

In answer to your telephone call advising that it was your opinion that Chinese had succeeded in entering the United States at Port Huron by means of a C.& A. freight car, No. 17107, loaded with sugar, destined from New York to Toledo, in transit through Canada, you are advised that when the writer received your message, he immediately got in touch with the West Detroit Freight Office, and it was ascertained that this car had not yet passed through Detroit to Toledo; but was undoubtedly in the east (Milwaukee) yards. We were informed that the car ~~xxxxx~~ left east Detroit about 3 A.M., and would leave West Detroit for Toledo about 7 A.M., May 17th. Inspector McCabe was directed to locate the car early Sunday morning, May 17th, and open same, and if he found therein Chinese, to enter the car and accompany it to its destination, or until the Chinese were liberated; by their smugglers, is hopes that we could effect the capture thereby. Tele advised Car went through Detroit at 2 P.M. May 16, 1914.

Effort was also made to reach Inspector Apple of Toledo by long distance phone, and though the effort was continued until 12:30 A.M., May 17th, we were unsuccessful.

I have endeavored to reach Inspector Apple all morning, and at this writing, 2 P.M., May 17th, have been unable to locate him.

For your advice I beg to state that we have been advised by .....O'Donnell that Stoneberg and "Red" Stephens passed through either Detroit or Port Huron with a load of Chinamen, by means of freight cars, and that they would unload them in Kensington yards, near Chicago. Inspector in Charge Prentis of the Chicago office has been given this information.

(Signed) G.OLIVER FRICK

GOF-LAS Inspector in Charge.

Richard H.Taylor, Immigrant Inspector,
Castle Inn,
Buffalo, N.Y.

For your information and file.

G Oliver Frick

Inspector in Charge.

PAID

WESTERN UNION

Inspector in Charge,
Detroit, Michigan,
May 19, 1914.

Chinese Inspector in Charge,
17 State St.,
New York City.

Unable to give route. Believe freight used part of way and passenger balance.

FRICK

Attest:
(Signed) G.OLIVER FRICK
Inspector in Charge.

0880

(Signed) G.OLIVER FRICK
Inspector in Charge.

Mr.Richard H.Taylor,
Immigrant Inspector,
Buffalo,N.Y.

For your ifnormation and file.

G Oliver Frick
Inspector in Charge.

Inspector in Charge,
Detroit, Michigan.

No.2242/102. May 19, 1914.

Inspector in Charge,
U.S.IMMIGRATION SERVICE,
Chicago,Illinois.

Confirming my telegram of even date you are advised that we received information that four Chinese were brought across the Detroit River from Windsor, Ont., on the night of May 18th, presumably by Johnny Geiser and "Whitey" Anderson, two of whom were destined to Cyrstal Falls, Michigan, and two destined to No. 247 22nd. St.,Chicago.

You are also advised that the same night two Chinese, one destined to 22 South 8th. St., St. Louis, and one destined to 28 Mott St., New York City, in charge of white smuggler Remy Ouellette were brought across the Detroit River in a row boat, it being understood that he would use freight cars out of Detroit.

Immediately upon receipt of this information effort was made to communicate with Inspector Apple of Toledo, but without success.

(Signed) G.OLIVER FRICK

GOF-LAS Inspector in Charge.

- -

Mr.Richard H.Taylor,Immigrant Inspector,
Buffalo,N.Y.

For your information and file.

G Oliver Frick
Inspector in Charge.

PAID

WESTERN UNION

Inspector in Charge,
Detroit, Michigan,
May 22nd 19, 1914.

Chinese Inspector in Charge,
17 State St.,
New York City.

One boy destined twenty-eight Mott St, New York brought across from Windsor last night.

FRICK

Attest:
(Signed) G.OLIVER FRICK
Inspector in Charge.

0880

(Signed) G.OLIVER FRICK
Inspector in Charge.

Immigrant Inspector Richard H.Taylor,
Buffalo,N.Y.

For your information and file.

G Oliver Frick.
Inspector in Charge.

PAID

WESTERN UNION

Inspector in Charge.
Detroit, Michigan.
May 19, 1914.

Immigration Service,
St.Louis, Mo.

One boy destined twenty-two south eighth street St. Louis brought across from Windsor last night.

FRICK

Attest:

(Signed) G.OLIVER FRICK
Inspector in Charge.

0880

(Signed) G.OLIVER FRICK
Inspector in Charge.

Mr.Richard H.Taylor, Immigrant Inspector,
Buffalo, N.Y.

For your information and files.

G. Oliver Frick
Inspector in Charge.

PAID

WESTERN UNION

Inspector in Charge.
Detroit, Michigan.
May 19, 1914.

Immigra tion Service,
Chicago, Illinois.

Four boys two destined Crystal Falls Michigan and two destined two four seven twenty-second Street Chicago brought across last night.

FRICK

Attest:

(Signed) G.OLIVER FRICK
Inspector in Charge.

0880

(Signed) G.OLIVER FRICK
Inspector in Charge.

Immigrant Inspector Richard H.Taylor:

For your information and file. G Oliver Frick
Inspector in Charge.

Buffalo, N.Y., May 21, 1914.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Can you arrange a plan, or suggest some way by which same can be arranged, whereby all conductors will report either to you directly or through the station master at Windsor whenever Chinese are brought into that City? Please suggest a plan by which such information could be obtained concerning arrivals at London; probably the U. S. Customs Inspector at the latter place could arrange with some of the railroad officials or conductors to furnish this information.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IY

53788/1 May 28, 1914.

THE SECRETARY OF LABOR:

As has been previously reported to the Department, it is intended to temporarily detach the gasoline launch "Corinthia" from duty at New Orleans and do investigating work along the west coast of Florida in connection with Chinese smuggling from the West Indies. In the operation of this vessel, it is absolutely necessary to have the services of a person thoroughly familiar with the waters of the Gulf of Mexico, and such a person has been located in Mr. S. D. Newton.

53600/391

Accordingly, I have to recommend that he be given a temporary appointment (job employment) as a pilot in the Immigration Service for a period not to exceed three months from date of oath, with compensation at the rate of $90 per month and that maintenance while at sea be furnished to him also by the Government. His official station will be Tampa, Florida. As he has a master's certificate unlimited for coastwise vessels and an unlimited pilot's license for the coast of Florida to the mouth of the Mississippi River, his qualifications for the place appear to be fairly well established.

Appropriation: "Expenses of Regulating Immigration".

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 5/28 BY

Acting Commissioner-General.

JJK

IN ANSWERING REFER TO
No. 16000/636

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

May 22, 1914.

RECEIVED
BUREAU OF IMMIGRATION
MAY 25 1914

Commissioner-General of Immigration,
Washington, D.C.

Referring to Bureau No.53788/1, telegram of May 9th, directing that two watchmen be assigned under "direction of Inspector Brough to search and guard vessels," it is desired to state that the writer is gratified by the decision of the Bureau to utilize the service of watchmen to search and guard the various ships arriving at this port from Central American and West Indian ports, and it is believed that, if continued, good results will obtain. The Bureau will undoubtedly recall that this procedure was strongly recommended by me upon my visit to the Bureau in May, 1912. The presentation of the matter was one of the chief causes of my visit to Washington at that time, and the proposition was thoroughly discussed with tha then Commissioner-General and one of the Chiefs of the Bureau. I fully explained why I thought the practice should be adopted, but the Bureau was of the opinion that no good results could be obtained, and did not feel warranted in increasing the force of watchmen at New Orleans. This, of course, was prior to the opening of the station. My recommendation at that time also covered the matter of placing a watchman at the mouth of Harvey's Canal, one at the basin or terminus of Bayou St.John, which leads directly to the heart of the city and within three blocks of Chinatown, and also at other water entrances to the city. This was considered advisable, as explained by me personally, to prevent the possible smuggling of Chinese from the Gulf of Mexico via these inlets by means of small craft operating in connection with larger or sea-going vessels.

While the move is heartily approved, and watchmen Jacobsen and Watzke have been assigned to duty under the direction of Inspector Brough, it is desired to point out that the separation of the two watchmen from the Immigration Station proper reduces the force below what is absolutely necessary to maintain that branch of the work at the station in a safe and satisfactory manner. We have, as the Bureau is aware, quite a large reservation, three large buildings and a runway, and a 500-foot dock, to look after and protect both day and night. The station is not situated on an island, and is easily accessible both day and night to anyone wishing to reach it. Being situated immediately back of the levee, anyone may enter the station from the levee, over the runway, direct to the main building. In like manner, one may leave the

station and grounds, if the watchmen are not constantly on the alert. There are two entrances which must necessarily be kept open and unlocked most of the time, to wit; the rear entrance used for taking in supplies for the station, caterer, etc., and the main entrance, through which the officers and employes, persons on official business, and visitors, pass throughout the day. To properly guard the reservation, buildings, etc., and protect the aliens in detention, no less than two watchmen should be on duty at one and the same time, both day and night. We do not have electricians and mechanics to cover twenty-four hours continuous service; therefore, the watchmen on duty, when the mechanics are not available, are charged with the care of the heating plant, hot water plant, electric lights, etc., to prevent accidents and keep them properly adjusted. Visitors permitted to the grounds are shown through the station by a watchman, and with only one man on duty during the day it will be impossible for him to perform the numerous duties necessary in that division of the service. It will be remembered that each watchman, according to the regulations, is entitled to thirty days annual and thirty days sick leave, which will necessarily reduce the number of men on duty from time to time. Upon the arrival of vessels- and recently this station has handled several very important ones- it has been found necessary to work two watchmen overtime in order to properly handle the aliens and the people who come to the station to meet them.

As the case now stands, detaching two watchmen from the station proper leaves four. One is on duty from 7 a.m. to 3 p.m., one from 3 p.m. to 11 p.m., and two from 11 p.m. to 7 a.m. It is believed that the Bureau will readily see that this arrangement will not meet the requirements of the station.

S. Redfern

SER/GAM

Commissioner.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
JACKSONVILLE, FLA.

No. 16-C/52.

May 22, 1914.

RECEIVED
BUREAU OF IMMIGRATION
MAY 25 1914

Commissioner-General of Immigration,
Department of Labor,
Washington, D. C.

Referring to Bureau file No. 53788/1, and to a letter from this office dated the 16th instant, No. 16-C/52, in which I recommended Inspector Isaac H. Vincent for a detail of three months aboard the gasoline boat "Corinthia" for scout duty along the west coast of Florida, the Bureau's attention is now called to the last paragraph of said letter regarding the recommendation for a pilot for duty aboard the "Corinthia". In reply to a letter from this office to Inspector Whalen, at Tampa, requesting him to ascertain in a discreet way whether or not the services of a competent pilot can be secured at that port, he states as follows:

"In regards to a reliable pilot three, S.D.Newton, Wm. Lewis, and Ellis Lankford, have been recommended to me by reliable men. I have personally interviewed S. D. Newton and he states he holds a master's certificate unlimited for coastwise and limited for seagoing vessels and an unlimited pilot's license for the Coast of Florida to the mouth of the Mississippi River. He was for five years Master and Pilot on the "Hillsboro" of the U. S. Engineers Department. He further states he is available as Pilot for a three months' engagement at the rate of $90.00 per month and maintenance while on duty away from Tampa. I have not personally been able to interview Wm. Lewis as he lives in St. Petersburg but parties recommending him state he is unemployed and would be available at the same rate as stated above. Ellis Lankford is at present on a launch owned by Mr. Beckwith of E. W. Greene & Co., Ship Chandlers and Mr. Beckwith informs me Lankford is available at the rate of $100.00 per month and maintenance while away from Tampa. I understand Wm. Lewis has a pilot's license for Florida waters but that Ellis Lankford has not but could secure one if necessary."

In view of the foregoing, it is recommended that Mr. S. D. Newton be employed as pilot at a salary of $90.00 per month and maintenance.

Referring to the assignment of Inspector Vincent to this duty, I beg to state that under date of the 12th instant I wrote to the officer in charge at Key West, for the information of Inspector Vincent, as follows:

> "As I understand it, the officer(the immigration officer in charge of the Corinthia) will not receive an allowance in lieu of subsistence, but subsistence will be furnished aboard the vessel at Government expense."

This conclusion was based on the statements in the letters written by the Bureau to the officers of the "Corinthia" at New Orleans, reading as follows:

> "Your maintenance charges while cruising at sea on the "Corinthia" will be paid from the appropriation "Expenses of Regulating Immigration"."

It is only fair that Inspector Vincent's expenses during this detail should be borne by the Government, as during this entire time he will have to maintain his residence and family at Key West.

Thos. V. Keyser
Inspector in Charge.

JWH

53788/1. May 25, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

In view of the facts set forth in your letter of May 20th, No. 1542/1, as to the small amount of work on hand in the Cincinnati office and the necessity for additional help t emporarily in Toledo, in connection with Chinese smuggling, you are hereby authorized to transfer Inspector Thomas Thomas from Cincinnati to Toledo, effective immediately, the date that he arrives at Toledo to be communicated to the Bureau for completion of its records.

This transfer will remain in force until further orders and arrangements should be made in the interim to have the matters now attended to in the Cincinnati office forwarded to Cleveland or Pittsburgh for attention, You already have authority for the traveling and other expenses involved in this change of stations.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 5/25 BY
Acting Commissioner-General.

ROD/JLD

OFFICIAL COPY respectfully furnished to
Richard H. Taylor, Immigrant Inspector,
Castle Inn, Buffalo, N. Y., for his
information. COPY AS SIGNED BY F. H. LARNED
MAILED 5/25 BY
Acting Commissioner-General.

ROD/JLD

53000/252-d.

53788/1. May 25, 1914.

Richard H. Taylor, Immigrant Inspector,
Castle Inn,
Buffalo, N. Y.

In view of the facts reported in your letter of May 21, 1914, authority is hereby granted for the payment of $10 each to William Bennett and A. P. Smith for assistance rendered and information given by them during the period from May 6th up to May 16, 1914, which led to the capture of one party of contraband Chinese and would have resulted similarly in the case of another party had not a telegraph message been delayed.

These items will be paid from the appropriation, "Expenses of Regulating Immigration, 1914," and should be submitted on blue voucher through the Montreal office. A copy of this letter is being furnished to the Commissioner of Immigration at Montreal.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 5/25 BY

Approved: Acting Commissioner-General.

Secretary.

ROD/JLD

OFFICIAL COPY respectfully furnished to the U. S. Commissioner of Immigration, Montreal, Canada, for his information.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 5/25 BY

Acting Commissioner-General.

53703/1. May 25, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

In view of the facts set forth in your letter of May 20th, No. 1542/1, as to the small amount of work on hand in the Cincinnati office and the necessity for additional help temporarily in Toledo, in connection with Chinese smuggling, you are hereby authorized to transfer Inspector Thomas Thomas from Cincinnati to Toledo, effective immediately, the date that he arrives at Toledo to be communicated to the Bureau for completion of its records.

This transfer will be temporary in character and arrangement should be made in the interim to have the matters now attended to in the Cincinnati office forwarded to Cleveland or Pittsburgh for attention. You already have authority for the traveling and other expenses involved in this change of stations.

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 5/25 BY

Acting Commissioner-General

ROD/JLD

OFFICIAL COPY respectfully furnished to Richard H. Taylor, Immigrant Inspector, Castle Inn, Buffalo, N. Y., for his information.

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 5/25 BY

Acting Commissioner-General.

ROD/JLD

~~53723/40~~

IN ANSWERING REFER TO
No. 1542/1.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

or 53788-1?

RECEIVED
BUREAU OF IMMIGRATION
MAY 21 1914

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

May 20, 1914.

Commissioner-General of Immigration,
Washington, D. C.

Referring to the Bureau's letter of recent date directing me to take up with Inspector Taylor the matter of arrangements to better stop the alleged movements of Chinese through Toledo, I beg to state that in accordance with instructions from Mr. Taylor I have detailed Inspector Cameron Miller to Toledo to assist in the work at that point. Inspector Miller's absence, together with the discontinuance of the services of Inspector Faulkner and the mass of work outside of Cleveland requiring the attention of Inspector Francis, throws upon me personally the burden of all the inspectors work, both in and outside the office at Cleveland. It is not possible to describe all these duties without a letter of considerable length, but suffice it to say that there should be at all times one inspector in Cleveland besides the one upon whom the duty of looking after the entire district is imposed.

The detail of Inspector Miller to Toledo was made to cover the immediate exigency and in compliance with Inspector Taylor's request, but if it is intended to place at Toledo anyone of the other inspectors in the district, it is believed that Inspector Thomas should be sent there and the Cincinnati office closed during his detail. The work on hand at Cincinnati, so far as this

office is informed, is not nearly so heavy as in the Cleveland end of the district.

The force in this district is entirely inadequate to handle the work as it should be handled, but realizing the state of the Department's finances, I endeavored to get along without any special requests of this character save for the temporary force at Toledo, which was requested on account of the Chinese smuggling rumors. Since submitting the request for the four additional inspectors, another movement of Chinese from Detroit has been reported, and on the 12th instant the Inspector in Charge at that port reported that according to his informant, the Chinese were taken to Toledo and he believed kept there over night and sent by train to Chicago the following morning. This statement, however, is not borne out, inasmuch as on the 14th he writes that the Chinese were taken from London, Ont. to Windsor, on the night of May 9th and there disappeared. Inasmuch as eight Chinese were apprehended at Buffalo Saturday night last, it is only probable that the smugglers gave out the Toledo story in order to attract attention to that point, and then attempted to work the Chinamen the other way.

J W Flickey

L Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

RECEIVED
BUREAU OF IMMIGRATION
MAY 22 1914

Office of _____

Port of Buffalo, N.Y., May 21, 1914.

Commissioner General of Immigration,
Washington, D. C.

Departmental authority is respectfully requested to pay William Bennett and A. P. Smith Ten Dollars ($10) each, on blue voucher, for assistance and confidential information furnished in connection with the illegal importation of Chinese into the United States from Canada May 6 to 16, inclusive, 1914.

William Bennett is conductor on Delware, Lackawana & Western passenger train No. 10 which left Buffalo at 6:30 P.M., May 6, upon which two Chinese and two smugglers left for New York. Conductor Bennett wired the Buffalo office regarding the presence of these persons on his train and, in turn, the Inspector in Charge at New York was wired and the Chinese and smugglers would doubtless have been apprehended but for the fact that the Postal Telegraph Company failed to deliver the message, which resulted in Inspector Pierce reaching the Hoboken station twenty minutes after the train had arrived.

A. P. Smith is conductor on Delaware, Lackawana & Western passenger train No. 14, which left Buffalo at 11:30 P.M., May 16, 1914. Five Chinese boarded this train at Lancaster, New York (a short distance out of Buffalo) and Conductor Smith immediately wired the Buffalo office and, in turn, the Inspector in Charge at New York was communicated with and the five Chinese apprehended upon their arrival in Paterson, New Jersey, the following morning. Although I have since learned from one of three Chinese recently apprehended here that the white smuggler accompanied the five Chinese upon the

occasion in question, he was not apprehended with the Chinese.

As information of the character furnished by these two conductors is of the utmost value in connection with the breaking of up Chinese smuggling operations in this vicinity, it would appear that the Bureau would be amply justified in approving the above as an incentive for these and other conductors to submit similar information in the future.

Richard T. Taylor
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

No. 309-N.

OFFICE OF

CONFIDENTIAL.

PORT OF Buffalo, N.Y., May 18, 1914.

Commissioner-General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found the following communications in connection with Chinese smuggling operations at the Port of New York:

1. Letter from Inspector in Charge Sisson, No. 2445/141, dated April 28, 1914, in reply to my letter of April 28, 1914, requesting information in re schooner "Alice B. Phillips", H.W.Coffin, Master, known to have been engaged in the transportation of contraband Chinese from Jamaica to the United States. Inspector Sission reports that this vessel arrived at New York April 13 from Jacksonville, Florida; was then in Bossert's dry dock, Newtown Creek, L.I.; was expected to sail for Savannah, Georgia, on May 1st and return to New York May 5th.

2. Copy of telegram from the Vice Consul at Kingston, Jamaica, dated April 8, indicating that two Chinese stowaways were on the S.S. "Virginia" of the Hamburg-American line; report from Inspector in Charge Sisson, No. 2645/509, dated April 29, 1914, advising that the "Virginia" arrived at New York April 26, was thoroughly searched by officers of this service with the assistance of Paul Koenig, Special Auditor and Controller of Inspectors for the steamship line; letter addressed to the Chinese Inspector in Charge, New York, dated April 30, 1914, suggesting that in the future instead of searching vessels upon which information has been received to the effect that Chinese are on board, such vessels be kept under surveillance, and requesting that all cablegrams from Jamaica or the West Indies be repeated to me; letter from Chinese Inspector in Charge, New York, dated May2,1914, replying to my last mentioned letter and advising that the suggestion made therein will be adopted in the future.

3. Letter from Inspector in Charge Sisson, No. 2639/39, dated May 11, 1914, inclosing copy of an anonymous communication dated Kingston, Jamaica, May 1, 1914, addressed to the Chief of Police, New York, and signed "An American Citizen", advising that two Chinese were on board the Royal Mail S.S. "Trent" which left Kingston April 30, 1914; that the boatswain is handling these Chinese; that the watchman at the pier in New York is bribed to permit the Chinese to land. Inspector Sisson advised that the "Trent" arrived at New York May 6, 1914, and was thoroughly searched without results; that an officer compared the writing in the anonymous letter with that of James I. Humphrey, informant in Kingston, Jamaica, and found that the writing was entirely different.

4. Letter from Inspector in Charge Sisson No. 2645/152, dated May 13, 1914, acknowledging receipt of my letter No. 53620/309, dated May 12, 1914, suggesting that as Inspector Pierce is known to a great many of the Chinese smugglers in and about Buffalo who are liable to accompany Chinese to New York, arrangements be made to have Inspector Wiley meet trains where information is furnished to the effect that Chinese are en route from Buffalo; and advising that Inspector Wiley lives at Amityville, L.I., where the telegraph office is closed at night and suggesting that all such telegrams be sent to Inspector Pierce, 116 Lefferts Place, Brooklyn, N.Y., and that the latter will communicate with Inspector Wiley as well as several of the other officers when it is necessary to meet trains. Copy of communication addressed to Inspector in Charge Sisson, dated May 18, 1914, advising that the latter arrangements are satisfactory.

Richard H. Dayton.
Immigrant Inspector.

RHT-IT

Am Govt Kingston Ja 8.

Chinese Inspector NY.,

Search Virginia Two stowaways.

Vice Consul.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF CHINESE INSPECTOR IN CHARGE
DISTRICT OF NEW YORK AND NEW JERSEY
17 STATE STREET
NEW YORK, N. Y.

IN ANSWERING REFER TO
FILE No. 2647/509

April 29, 1914.

Richard H. Taylor,
Immigrant Inspector,
c/o The Castle Inn, Buffalo, N.Y.

Referring to the enclosed copy of cablegram, would state that the S.S."Virginia" of the Hamburg American Atlas Line arrived in this habbor Sunday night, the 26th instant, and docked Monday morning at Pier 7, East River. Mr. Paul Koenig, Special Auditor and Control Inspector for the Hamburg American Line, was advised relative to our information, and during Sunday night he had officers stationed in rowboats off the vessel, and upon her arrival at the dock Monday morning six of his men with three of my officers thoroughly searched her, and later in the day, when the vessel was transferred to Pier 45, North River, continued to search after the removal of the cargo, but found no evidence of any Chinese being aboard. Furthermore, since that time she has been under continual surveillance, not only by customs officers, but by several of Mr. Koenig's special officers.

Inspector in Charge.

Enc. S/M

(COPY)

Buffalo, N.Y., April 30, 1914.

Inspector in Charge,
Chinese Bureau,
17 State Street,
New York City.

Receipt is acknowledged of your letter of April 29, No. 2657/509, advising that the Hamburg-American line S.S. "Virginia" which arrived at your port the night of the 26th was searched by representatives of the steamship company as well as your officers and that she was kept under surveillance by Customs officers and several special officers of the Hamburg-American line, and that no Chinese were found.

I am fairly well satisfied that the information furnished by the Consul to the effect that two stowaways were on the "Virginia" is correct. However, I thoroughly appreciate the fact that Chinese can be secreted on a vessel of the type of the "Virginia" in a way to make their detection practically impossible, no matter how thoroughly the ship is searched.

In my opinion the plan of keeping ships under surveillance when we receive positive information from Jamaica will be productive of better results than attempting to search such boats. Through the latter procedure about the best we can expect would be to find the Chinese, while by watching for them to be taken off we may apprehend the smugglers as was done in the "Rolf" case.

Please repeat to me any cablegrams received from either Jamaica or the West Indies immediately upon receipt of same.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#2

OFFICE OF CHINESE INSPECTOR IN CHARGE
DISTRICT OF NEW YORK AND NEW JERSEY
17 STATE STREET
NEW YORK, N. Y.
May 2, 1914.

IN ANSWERING REFER TO
FILE No. 2647/509

Richard H. Taylor,
Immigrant Inspector,
The Castle Inn, Buffalo, New York.

Referring to your letter of the 30th ultimo, No.53775/132, No. 53620/309, you are advised that in the future where advance information is received relative to particular vessels suspected of having smuggled Chinese aboard such vessels will not be searched, at least not in the first instance, but kept under surveillance while in port.

This procedure would have been followed in the case of the S.S. "Virginia", but, as you know, I had taken the matter up with the Hamburg American Line, and they, having stayed by the vessel during Sunday night, when she was in the stream, began the search early Monday morning, before I got into communication with Mr. Koenig. The vessel, however, was kept under surveillance, and if there were Chinese aboard, I do not believe they succeeded in landing.

As you request, all cablegrams received from Jamaica and the West Indies will be immediately repeated to you, and with this object in view, would suggest that you keep me fully advised as to how communications and telegrams should be directed.

H R Bacon
Inspector in Charge.

S/M

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#1

OFFICE OF CHINESE INSPECTOR IN CHARGE
DISTRICT OF NEW YORK AND NEW JERSEY
17 STATE STREET
NEW YORK, N. Y.

IN ANSWERING REFER TO
FILE No. 2645/141.

April 28, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
c/o The Castle Inn, Buffalo, N. Y.

Receipt is acknowledged of your letter of the 26th instant, No. 53620/309-N, relative to the American schooner "Alice B. Phillips", and contents duly noted. This vessel arrived at this port on April 13th, from Jacksonville, Florida, consigned to the Smith Shipping Company, and is now docked at Bossert's Yard, Newtown Creek, L. I. She will remain at that yard until Friday, the 1st, when she will be placed in dry dock at Erie Basin, and is expected to clear from there on May 5th, for Savannah, Georgia, from which port she will return to New York.

Inspector In Charge.

S/B

(COPY).

No. 53620/309-N. Buffalo, N.Y., April 26, 1914.

Inspector in Charge,
Chinese Bureau,
U.S. Immigration Service,
New York City.

Understand the American schooner "Alice B. Phillips", H.W.Coffin, Master, is now in New York. Coffin is an old time offender and works with S. Bruhn, Kingston, Jamaica. As the crew of the schooner in question consists of poorly English speaking San Blas, Panama, Indians, Coffin can easily handle them.

The Above for your information. Let me know when this boat leaves and her destination.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#5

OFFICE OF CHINESE INSPECTOR IN CHARGE
DISTRICT OF NEW YORK AND NEW JERSEY
17 STATE STREET
NEW YORK, N. Y.

IN ANSWERING REFER TO
FILE NO. 2639/39.

May 11, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
c/o The Castle Inn, Buffalo, N. Y.

I enclose herewith copy of an anonymous communication dated Kingston, May 1st, addressed to the Chief of Police, this city, which was referred by him to the Commissioner of Immigration at Ellis Island, and by the latter to this office.

The S. S. "Trent", of the Royal Mail Steam Packet Company arrived at this port on the 6th instant, and was thoroughly searched by my officers, but no evidence of any Chinamen being aboard was found. Had we received this letter in advance I should have had this vessel kept under surveillance, as I intend doing in any cases where advance information is received, but this procedure cannot be followed in the case of all vessels, as you know we have on an average of five or six arriving from Jamaica weekly, and I of course do not have a sufficient number of officers to watch them. I had an officer call at Police Headquarters today for the purpose of comparing the original of this letter with that on the one received on April 25th, signed by Humphries, but found that they were in an entirely different handwriting.

Enc.
S/B

Inspector in Charge.

Copy.

Kingston, May 1, 1914.

The Chief of Police,

New York.

Sir:-

You will be hereby informed that two men (Chinese) is now aboard the Royal Mail ship Trent as stowaways. I saw them go aboard last night here and I am sure they are aboard as they won't try to get off the ship before nightfall. It is the boatswain who is running these men. Search the ship thoroughly and if you fail in your first, try again, and keep a good watch. It is a general rule to bribe the watchman at the pier in New York to get through. I am quite certain that these men is aboard as I saw them and they offered to pay me to keep it secret.

Trusting you will succeed, I am,

Respectfully,

(Sgd) An American
in Jamaica.

(Stamp) Received
May 11 1914
Chinese Inspector in Charge
New York, N. Y.

#4

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
FILE No. 2645/152

OFFICE OF CHINESE INSPECTOR IN CHARGE
DISTRICT OF NEW YORK AND NEW JERSEY
17 STATE STREET
NEW YORK, N. Y.
May 13, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
The Castle Inn, Buffalo, N.Y.

Receipt is acknowledged of your letter of the 12th instant, No. 53620/309, suggesting that inasmuch as Inspector Pierce is known to a great many of the Chinese smugglers in and about Buffalo who are liable to accompany Chinese to New York, that arrangements be made to have Inspector Wiley meet trains where information is furnished to the effect that Chinese are en route to this city.

As you will probably recall, Inspector Wiley resides at Amityville, Long Island, and while the telegraph office is closed at night, which would prevent his receiving a message, he could be reached by telephone located in the residence of Mrs. E.W.Mitchell, number 39 Amityville. This is just across the street from his house, and he states there will be no difficulty with regard to his being called to the telephone at any time; but I still believe that the best way of communicating this information would be by telegram directed to Inspector Pierce at his residence, No. 116 Lefferts Place, Brooklyn. He could then telephone Inspector Wiley, as well as several of the other officers, and make arrangements for meeting the trains, he staying in the background,

or, if you think better, not participating in the transaction.

H R Bisson
Inspector in Charge.

S/M

Buffalo, N.Y., May 18, 1914.

Inspector in Charge,
Chinese Bureau,
17 State Street,
New York City.

Replying to your letter No. 2645/152, dated May 13, 1914, you are advised that all telegrams received after office hours concerning the movement of Chinese smugglers will be addressed to Inspector Pierce, 116 Lefferts Place, Brooklyn, New York, by officers along the border and he can handle them as suggested in your letter.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

53788/1. May 21, 1914.

Richard H. Tayler, Immigrant Inspector,
Castle Inn,
Buffalo, N. Y.

The Bureau has carefully gone over your letter of May 16th, with inclosures as stated, concerning a number of Chinese in Boston and vicinity who are reported by Burns Detective Agency to be in the United States in violation of law.

As the proposition involved in the arrest and deportation of these men seems somewhat connected with the smuggling work now going on, perhaps it would be more satisfactory if you would communicate directly with Inspector McCabe of Boston, giving him such information and suggestions as may be necessary to accomplish the end desired. From the rather meager facts submitted it would appear that some of the Chinese might be proceeded against under the immigration laws, but that others should be apprehended on judicial warrants after first enlisting the co-operation of the appropriate district attorney. The Bureau will do everything possible toward promoting the success of this movement and only suggests that you take the subject up direct with Boston in order to prevent the possibility of conflicting instructions being issued.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 5/21/14 BY

Acting Commissioner-General.

INDEXED

ROD/JLD

No. 53788/1. May 21, 1914.

The Honorable,
The Secretary of the Treasury
Washington, D. C.

S i r :

A short time ago this Department requested that Immigrant Inspector James A. McGregor be designated to act as Customs Inspector in connection with certain confidential work in which he was to be assigned on the west coast of Florida; subsequently the designation was issued and ultimately returned for cancelation in view of the fact that Inspector McGregor was not assigned to the detail which the Department had in contemplation at the time the request was made.

It has now been arranged to entrust this work to Immigrant Inspector Isaac H. Vincent, and I have the honor to request, subject to your approval, that he be designated to act (without additional compensation) as Customs Inspector of your Department for a period of six months commencing June 1, 1914.

Respectfully,

EXACT COPY AS SIGNED BY J. B. DENSMORE
MAILED 5/21 BY
Acting Secretary.

RCD/JLD

May 18, 1914.

Richard H. Taylor,
Immigrant Inspector,
C/o Castle Inn,
Buffalo, N.Y.

My dear Taylor:

Immediately upon receipt of your letter of the 17th, I took it up with Mr. Caminetti. He says to answer you by saying to "stay on the job," and that if it becomes absolutely necessary for you to come to Washington, he will let you know, but that it evidently is of more importance that you should follow up the Canadian border situation just at present than to do anything else.

With kind regards,

Very truly yours,

mgc

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Personal

OFFICE OF _____

PORT OF Buffalo, N.Y., May 17, 1914.

My dear Parker:-

Adverting to your personal letter in which you stated that conditions in San Francisco were still unsatisfactory and that Mr. Caminetti might want me to return to Washington for a personal conference before proceeding to the Pacific coast, I wish you would kindly ascertain from Mr. Caminetti definitely whether it will be necessary for me to make the trip to Washington or whether his instructions can be conveyed by correspondence. I am simply head over heels in work in this vicinity trying to arrange a definite plan of action, which is certainly badly needed from Detroit east clear along the Northern border. Chinese are being distributed to nearby points on the Canadian side in larger numbers than ever before. Two full carloads came through from the West last week in addition to a large number that arrive almost daily. 650 green Chinese arrived at Vancouver and Victoria during the months of March and April, in addition to the exempts and those returning to resume a former domicile. A general alarm, so to speak, has been sent to the officers along the border, and I am keeping up a continuous correspondence, telegraphic and otherwise, with such officers, in order to arouse all possible enthusiasm and energy and at the same time suggesting such procedure as it appears best in order to assist them in their work. Locally, we now have informants through whom we can trace the Chinese to the Canadian side of the river, but until the boat is in operation (probably tomorrow night) the officers

are unable to successfully cope with the situation. A few nights ago we had the entire force out covering as much of the water front as we could, as five Chinese reached the other side and were ready to come over. Somehow they got across and we heard from them at 1:30 this morning on a Lackawanna train destined to Paterson, New Jersey, in charge of one of the smugglers. The New York force was immediately wired and we are patiently waiting results. The same thing occurred last night: we were watching for three but they succeeded in getting by the river patrol and were apprehended after they were put on the 10:35 P.M. train for New York. We are pretty close to the men who brought them over and may be able to establish a conspiracy in this case. On top of this the steerer on the other side of the river went to St. Catherine's this morning, according to our informant, and will return tonight with another bunch. A Porter was arrested at Island Pond, Vermont, last week with a Chinese stowed in his linen locker. An unusual movement has started to Prescott, Ontario, just across from Ogdensburg, and there is doubtless a loop hole in that vicinity. It was my intention, as soon as matters were properly shaped here, to go to Ogdensburg, where I have already arranged for an informant, in order to establish some definite plan of action in that vicinity. In Detroit they are coming over lively and Inspector McCabe, who is handling that end of the work there, is swamped. Definite instructions have been sent to Chicago and Cleveland to back up the Detroit district. After completing the work in the vicinity of Ogdensburg I intended going to Detroit; thence to Seattle. At the latter place the officers have at last found that Chinese smuggling is going on. Under this proposed arrangement I should be able to reach San Francisco about June 15.

Just received telegram from Pierce that the five Chinese were captured at Paterson, New Jersey, but the white smuggler got away - eight in one night is going some and will be an expensive blow to those who are financing their illegal entry.

Now you have some idea of the situation. If Mr. Caminetti wants to see me and you will let me know at once, I can arrange to proceed from here to Washington the latter part of next week and then go from Washington to Ogdensburg and vicinity, back here, and thence West via Detroit and Seattle. Presume Mr. Caminetti would not need me more than one day.

Am beginning to realize what work really is and, but for this efficient Secretary of mine, the wheels would soon become clogged as, of course, the local office force is at work day and night and I would simply be shot if I even hinted at asking for the services of one of their stenographers.

I thoroughly appreciate the enormous amount of work that passes through your hands and how it wears on one's constitution. You must simply stop worrying about it; you are not strong enough to work and worry at the same time. Tell Mrs. Parker I say to take you to a picture show every night and make you do a little tangoing between times, and then while you are resting read a cracking good "Nick" Carter detective story and forget your troubles. Just think of those 7-pound bass you are going to catch in Lake Waukewan next summer.

Mrs. Taylor joins in kindest regards and best wishes. Oh, by-the-way, that Ainsworth man is surely bug house for fair!

Sincerely yours,

Richmond M Daylor

Mr. A.W.Parker.

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

No. 53788

SUBJECT:

1-D

14-349

CONTINUED UNDER

53788-1-E

HEREAFTER

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF.....

CONFIDENTIAL. PORT OF Buffalo, N.Y., June 3, 1914.

Honorable A. Caminetti,
Commissioner General of Immigration,
Washington, D. C.

Adverting to our recent conversation regarding the extreme leniency of Judge Hazel in imposing sentences on persons found guilty of smuggling Chinese into the United States, beg to advise that both United States Attorney O'Brian and his assistant Mr. Bain are firmly of the opinion that your presence in Rochester next Monday will lend moral support to their pleas for adequate sentences in the case of Melvin Tucker and John Oberst who are to be arraigned on that day and are expected to enter a plea of guilty and be sentenced by Judge Hazel. It is, therefore, requested that, in view of the foregoing and the further fact that two notorious smugglers were arrested last night, and that we must not leave a stone unturned to break up the smuggling operations in this vicinity, you and Mr. Parker lend assistance by being present upon the occasion mentioned.

You can leave Washington Sunday evening at 7 o'clock on the Pennsylvania Railroad and arrive at Buffalo at 7:20 ... Monday morning; this will give you an opportunity to spend a few hours in Buffalo as court does not convene in Rochester until 2 P.M.; you can leave Rochester at 7:05 P.M. Monday and reach Washington at 8:40 o'clock the next morning.

Concerning our conversation regarding proposed trip to San Francisco, beg to state that conditions along the St. Lawrence River and the boundary Northeast of here as regards Chinese smuggling operations appears to be as

wide open as they were when I reached Buffalo and developments during the past month show the condition of things here. That Chinese have been coming over from Canada in large numbers is apparent on all sides and the situation is such that it demands drastic action. As has been demonstrated here the Inspectors engaged on Immigration work along the border have given practically no attention to the Chinese work and, in order to cope with the situation, it will be necessary for me to visit other points in the sections mentioned and personally organize and supervise a force capable of effectively handling the work. This has been accomplished along the Niagara frontier without interfering with the immigration work and similar results can doubtless be accomplished at other places.

In view of the foregoing unless my presence is absolutely necessary in San Francisco at this time it is respectfully suggested that my trip to that city be deferred until such time as a competent working force can be oragnized along the Northern border.

Regarding Seattle, by constant hammering both by letter and telegraph the officers there have been made to realize that Chinese are being smuggled into that District both by land and water, but those engaged on the work have proven their inability to successfully handle same, as is evidenced by their reports which indicate that smugglers whom they were supposed to have under constant surveillance have succeeded in making two trips by water; while an engine crew which they were supposed to be watching were accidently caught at Blaine bringing two Chinese across in the engine tool box and are now under indictment for same.

In view of the foregoing, I should visit Seattle as soon as possible after getting matters in proper shape along the Canadian border.

Hope to be able to go over the whole situation with you personally Monday next.

Richard H. Dayton.
Immigrant Inspector.

RHT-IT.

UNITED STATES
vs.
Thomas O'Brien.
George Swartzenburg.

Buffalo, N.Y., June 3, 1914.

The United States Attorney,
Buffalo, N.Y.

Sir:-

The following is respectfully submitted regarding the above defendants:

About 9 o'clock P.M. June 2, 1914, Immigrant Inspectors Samuel D. Dodds and John W. Howell, Jr., while patrolling the waters of the Niagara River in the vicinity of Bird Island pier, intercepted and arrested defendants Thomas O'Brien and George Swartzenburg in the act of conveying Chinese aliens JUNG JIM and JUNG SEW from the Dominion of Canada to the United States in a row boat. After landing, the two defendants and aliens were taken to No. 1 Police Station and there detained until 9 o'clock A.M. June 3, 1914, at which time the defendants were taken before United States Commissioner Keating and complaints filed charging them with violating Section 8 of the Immigration Act of February 20, 1907, for bringing into the United States by vessel aliens not duly admitted by an immigrant inspector and not lawfully entitled to enter the United States, to wit: JUNG JIM and JUNG SEW. Said defendants were arraigned before Commissioner Keating and remanded to the custody of the United States Marshal for hearing at 10 o'clock A.M. Thursday, June 11, 1914, bail being fixed in the sum of $4000 each.

Sworn statements were taken from aliens JUNG JIM and JUNG SEW in which

they both admit having been born in China; that they are Chinese laborers and have no papers showing their right to be and remain in the United States, and state that defendant George Swartsenburg conveyed them in a wagon from St. Catharines, Ontario, to a barn in the vicinity of Fort Erie, Ontario, during the evening of Monday, June 1, 1914; that defendants O'Brien and Swartsenburg, whom they identify, accompanied by another white man whom they could not identify, conveyed them by team from said barn to a point on the Canadian side of the water front where they were placed in a boat by defendants O'Brien and Swartsenburg with whom they were arrested while en route to the American side; that they were destined to Philadelphia, Pennsylvania, and were to be accompanied from Buffalo to that city by a white man who is unknown to them.

Departmental warrants have been secured for the two aliens with a view of securing their deportation to China.

You are advised that defendant O'Brien was formerly convicted and sentenced to a term of one year for a similar offense and that both of said defendants are well known to the Immigration officers as persons who have been engaged in the smuggling of contraband Chinese into the United States for a number of years.

Very respectfully,

(Signed) Richard H. Taylor,

Inspector.

RHT-IT.

Official copy respectfully forwarded to the Commissioner General of Immigration and the Commissioner of Immigration, Montreal, Canada.

Richard H. Taylor

Immigrant Inspector.

53788/1.

June 8, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

The Bureau is in receipt of your letter dated June 2, No. 1542/1, and notes that Inspector Thomas departed for Toledo on June 1st and that the business of the Cincinnati office will, in his absence, be taken care of by your office. With reference to the telephone, it would appear from the facts stated that it should not be removed.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 6/5 BY

Acting Commissioner-General.

CHE/SRL

IN ANSWERING REFER TO
No. 1542/1.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 2, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 4 - 1914

DEPARTMENT OF LABOR

Send to
Corresp. Div.
for ass. to Mr.
Flucker's letter of
June 2d. etc.
A.M.S.

Letter June 2 was
dated June 3.

No. 203
Ed. 5-13-13—200,000

. 25th, No. 53788/1, I beg to
vises that he left Cincinnati
where he will take station
business on account of the
via that city.
ated May 30th from Inspector
quarters and telephone service.
are to curtail expense for
statement, it would perhaps
office and do nothing that
would give the Treasury Department ground for assigning the space
to someone else.

As to the statement in the Bureau letter with respect to referring certain business to the Pittsburgh office, I beg to state that geographically Pittsburgh is not as near Cincinnati, or any portion of the district covered usually by Inspector Thomas, and it is believed that the entire situation can be handled within the district. From personal conversation with the Inspector in Charge at Pittsburgh, I believe that office is thoroughly burdened with work already and we will endeavor in some manner to take care of all the Cincinnati work from Cleveland during Inspector Thomas' absence.

Inclo. No. 29946.

J. W. Flucker
Inspector in Charge.

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 2, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 4 - 1914

Commissioner-General of Immigration,
Washington, D. C.

Referring to Bureau letter of May 25th, No. 53788/1, I beg to report that Inspector Thomas Thomas advises that he left Cincinnati at 1:00 P.M., on June 1st, for Toledo, where he will take station pending the temporary readjustment of business on account of the alleged activity of Chinese smugglers via that city.

I am inclosing a communication dated May 30th from Inspector Thomas in reference to the Cincinnati quarters and telephone service. My instructions to Inspector Thomas were to curtail expense for telephone service, but in view of his statement, it would perhaps be best to let the phone remain in the office and do nothing that would give the Treasury Department ground for assigning the space to someone else.

As to the statement in the Bureau letter with respect to referring certain business to the Pittsburgh office, I beg to state that geographically Pittsburgh is not as near Cincinnati, or any portion of the district covered usually by Inspector Thomas, and it is believed that the entire situation can be handled within the district. From personal conversation with the Inspector in Charge at Pittsburgh, I believe that office is thoroughly burdened with work already and we will endeavor in some manner to take care of all the Cincinnati work from Cleveland during Inspector Thomas' absence.

Inclo. No. 29946.

F. W. Flucker
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
CINCINNATI, OHIO

RECEIVED
JUN 1 1914
IMMIGRATION SERVICE
CLEVELAND

No. 307. May 30, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, O.

Replying to your letter of 27th inst., No. 1542/1, I expect now to be able to leave here Monday some time for Toledo as directed by Bureau.

I have been busy all days yesterday and today, as you will see by correspondence forwarded, clearing up matters here.

I notice that your letter of 20th inst. to the Bureau refers to my going to Toledo as a detail, while Bureau letter of 25th. authorizes my transfer, I suppose that it is a transfer and not a detail.

I have not arranged about shipping the typewriter to Toledo as I think it will be quite safe here. The Bank Examiner has a machine of his own and I will cover it up carefully.

As to telephone, I talked to the Assistant Custodian and we cannot understand how you can curtail the telephone expense except by ordering the telephone taken out. Even if you did that you would have to pay until July 1st. anyway, and, if you had it replaced before Aug. 15th., you would not save a cent as all the time would be charged for. The Assistant Custodian thinks that if you had it cut out for awhile just to curtail the expenses and then had it replaced shortly afterward, the telephone company will probably charge you for installing it when they discovered why it had been taken out. All in all, it does not seem

prudent to me to make any change about the telephone but just to let it remain as it is.

And I would not do anything that looked like closing the office as we now have a very desirable room here, although not alone, and the Custodian might assign it to somebody else if he thought there was any possibility of its being abandoned or closed for a long period of time.

Desirable office rooms are very scare in this building and it behooves us to hold onto this one now that we are located here, and not take any chances on losing it.

Arrangements will be made to have all official mail and telegrams forwarded to your office.

Thomas Thomas.
Immigrant Inspector.

188-1
53100-773

1000000/18

OFFICE OF ASSISTANT SECRETARY

TREASURY DEPARTMENT

WASHINGTON

RECEIVED
BUREAU OF IMMIGRATION
JUN 4 - 1914

June 3, 1914.

DEPARTMENT OF LABOR
JUN 4 1914
CHIEF CLERK

The Honorable

The Secretary of Labor.

Sir:

The Department is in receipt of your letter of the 21st ultimo, requesting that Isaac H. Vincent, an immigrant inspector of your Department, be designated as a customs inspector.

The same will receive the immediate attention of the Department.

By direction of the Secretary.

Respectfully,

No inclosure.

Assistant Secretary.

26/972

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

No. 53620/309-L.

OFFICE OF.....

CONFIDENTIAL.

PORT OF Buffalo, N.Y., June 1, 1914.

Commissioner General of Immigration,
Washington, D. C.

Continuing my confidential report No. 53620/309-L, dated May 4, 1914, the following correspondence relative to Chinese smuggling operations in Southern California is submitted for filing:

1. Further correspondence relative to the apprehension of WONG HIM SHING, native, at El Centro, California, April 18, 1914, for having in charge three contraband Chinese in an automobile and advising that WONG HIM SHING pled guilty May 13, 1914 and sentenced to one year in the county jail at Los Angeles, California; also reports showing that two other Chinese gained surreptitious entry from Mexico in the vicinity of Mexicali, were transported to Imperial Junction and were apprehended at Indio, California, by Inspector Blee May 11, 1914; and that investigations are now being made to determine the extent to which this route is being used.

2. Copies of reports regarding alleged landing in boats of Chinese in the vicinity of Oceanside, California, where they are met by automobiles. The information contained in these reports indicate that this information is correct and arrangements are being made to station an inspector in the residence of George E. Hankinson, night agent for the Santa Fe route at that point who will be equipped with telephone connections on a party line with J.M.Kolb, proprietor of the Mission Garage, suspected of handling the Chinese in connection with "Bill" Trotter, Deputy Constable of Oceanside, and SAM WING now under arrest. Inspector Morse, recently transferred to Santa Ana, will be detailed to work in Agent Hankinson's home, as he is unknown in the vicinity of Oceanside.

3. Copy of anonymous letter received by the U. S. Marshal at Los Angeles regarding G.M.Young who had an orange grove near Palcinta, California, and works with G.H.Aiken, 124 South Flower St., Los Angeles, and associates with a Mrs. McDowell and is suspected of smuggling Chinese and opium; letter from Inspector in Charge Connell to Inspector McMahan, Santa Ana, dated May 19,1914, directing that the Young matter be investigated; report from Inspector McMahan to Inspector in Charge Connell dated May 21,1914,

reporting an interview with Young and advising that he had been unable to learn anything detrimental to any of the parties concerned.

4. Copy of report from Inspector in Charge Connell to the Supervising Inspector, El Paso, dated May 13, 1914, advising that CHEW BING, alias CHOW BING, alias AH BING, withdrew his plea of not guilty and entered a plea of guilty to the indictment charging him with violation of Section 8 of the Immigrations Law covering twenty-nine counts and for violation of Section 87 of the Penal Code and was sentenced by Judge Wellborn May 12, 1914, to two years in McNeil's Island on the first count and to two years on the succeeding twenty-eight counts, all to run concurrently. CHEW BING was associated with Clinton Culver et al. in the landing of thirty contraband Chinese at Wilmington, California, from the gasolene launch "Capo d' Anno", for which he was sentenced; that it was also shown he was associated with the parties who landed Chinese from the "Calypso" in Monterey, January 17, 1914.

5. Copy of report from Inspector in Charge Connell to the Supervising Inspector, El Paso, dated May 13, 1914, advising that Judge Wellborn had continued the condemnation proceedings in re launch "Capo D' Anno" until May 18, 1914, and again on the latter date to May 25, 1914.

6. Copy of letter from Inspector in Charge Connell to Inspector Webb at Calexico, dated May 18, 1914, relative to Chester Lawson, Chinese smuggler who formerly operated in the vicinity of Buffalo, together with reply from Inspector Webb dated May 19, 1914, advising that Lawson had been located at Brawley, California by Inspector Ellis; that he will be kept under surveillance.

Here is one evidence of the value of Cooperative Contraband Action. A.P.P.

Chester Lawson was formerly connected with Chinese smuggling operations in the vicinity of Buffalo and it was recently learned he had moved to Southern California, which information was communicated to Inspector in Charge Connell with instructions to locate and keep him under surveillance.

7. Copy of report from Inspector Kuykendall to Inspector in Charge Connell, dated May 18, 1914, showing that smuggler Samuel Leffingwell was arranging to use the "Santa Barbara" for smuggling operations, according to information furnished by J.A. Bruno, which information he claims to have received ftom a man on the Union Oil Barge at San Diego (Smuggler Fred Fox told me shortly after he was captured on the "Calypso" that it would be a good idea to keep the man in charge of the Union Oil Barge under surveillance in connection with Chinese smuggling operations); this party had the launch "Amy-Louise", owned by the Fox brothers, in his charge at the time

it was used by Bruno and Pasqual Urso in the first attempt of the operators of the "Calypso" to smuggle Chinese last December (both Leffingwell and the launch "Santa Barbara" are being kept under surveillance); copy of report from Inspector Weddle to Inspector in Charge Connell, dated May 20, 1914, showing that Leffingwell now has control of the "Santa Barbara", formerly run by Ignacio Orosco; that Orosco now runs the "Union" of San Diego; that Leffingwell is thoroughly overhauling the "Santa Barbara" and states he is going to work for a Japanese fishing company bringing fish, lobsters, etc., from Lower California; that the "Amy-Louise" is still in charge of the Union Oil Company's Barge (Pawter); that William Fox of Tia Juana, Mexico, fugitive from justice in connection with the "Calypso" case, wanted to trade the "Amy-Louise" to the Manager of the Welch Auto Service Company of San Diego (Welch is a suspected smuggler) for an automobile but the former would not accept the proposition.

Inspector in Charge Connell has been requested to use every legitimate means to have fugitive Fox returned to the United States from Tia Juana, Mexico, where he has been residing since he escaped from officers of this service at Monterey, California, January 17, 1914.

8. Copy of report from Inspector Brazie to Inspector in Charge Connell, dated May 18, 1914, regarding the unsuccessful search for Chinese supposed to have been landed on the beach near Fermin Point, where a party of Japanese fishermen reside, from a boat on the night of May 14, 1914; that evidence was found that an automobile had recently driven away from the beach; that from the appearance of the track it must have been a large machine.

9. Copy of report from Inspector in Charge Connell to the Supervising Inspector, El Paso, dated May 19, 1914, advising that sentence in the case of John Osterhuis, who pled guilty to a charge of conspiring to violate the Chinese Exclusion Laws, was continued for this term of court by Judge Wellborn; it being intended to use Osterhuis as a witness against co-defendant O'Banion and Kirby which case comes to trial at the next term of court.

10. Copy of letter from Inspector in Charge Connell to Inspector Webb, Calexico, dated May 19, 1914, transmitting photograph of Theodoro Viescas, Mexican, Chinese and opium smuggler who has shot at Immigration inspectors on several occasions and who was recently arrested for opium smuggling but was released when the alleged opium was shown to be simply molasses flavored with port wine, which gave it the aroma of opium.

11. Copy of report from Inspector Miller to Inspector in Charge Connell, dated May 19, 1914, regarding Pullman Porter M. E. Jackson, supposed to be smuggling Chinese from Calexico to Los Angeles disguised as women, and advising that this suspect had been watched but no Chinese were brought in; that on the 12th instant a negro took a package from Jackson's car about the size of twenty cans of opium; that it is impossible to keep Jackson's car under surveillance without detection; that Special Treasury Agent Johnson was advised of the supposed opium smuggling and stated that he had previous information to the effect that Jackson was in the opium smuggling business and that several unsuccessful attempts had been made to catch him in the act.

12. Copy of report from Inspector in Charge Connell to Supervising Inspector, El Paso, dated May 15, 1914, regarding A. L. VanValen, owner of the sloop "Edna" who reported that Chinese were landed near his boat in San Pedro about 3 A.M. on the morning of May 11, 1914, from a mysterious boat, together with reports from the inspectors who investigated the matter, which indicates that VanValen made the report in order to gain newspaper notoriety; report from Inspector Weddle to Inspector in Charge Connell, dated May 20, 1914, advising that six or eight Chinese and a quantity of opium was taken from Tia Juana to the San Antonio ranch six or seven miles south of the line; that Orosco, owner of the "Union" was suspected of handling these Chinese for WONG MING; copy of telegram from Inspector in Charge Connell to Inspector Morse at Santa Barbara, advising that seven or eight Chinese with opium had left a point six miles south of the international line in a launch and advising that strict watch be kept along the coast in order to apprehend the smugglers; report from Inspector Miller to Inspector in Charge Connell, dated May 22, 1914, advising that the commanding officer of the naval ship "Cheyenne" had furnished two speedy launches with crews and that a careful watch was kept in the vicinity of Long Beach and San Pedro for the boat reported having left Mexico with Chinese and opium; that several boats were searched but no Chinese or opium found; that the following day a careful investigation was made along the beach but no signs were discovered which would indicate that anyone had been landed; report from Inspector Miller to Inspector in Charge Connell; dated May 22, 1914, advising that the officers were unable to locate the "Chautauqua", suspected of being the mysterious boat referred to by VanValen; and that from records of boats passing through the Long Beach drawbridge they are convinced that the launch "Panama" has been meeting some vessel outside and probably landing contraband Chinese in the vicinity of Long Beach; report from Inspector Miller to Inspector in Charge Connell, dated May 23, 1914, advising that T.G.McGarvin reported that the launch "Chautauqua" had been seen

in the vicinity of Anaheim Landing and Alamitos Bay; and that the description of this boat tallies closely with that of the boat reported by VanValen.

These reports show that Chinese smuggling operations, some by land but mostly by water, continue to flourish in spite of the large number of smugglers who have been apprehended during the past year; and that the officers will be unable to successfully cope with the water situation until they are supplied with a suitable boat, which condition is hoped will be met by the condemnation of the "Calypso" and its assignment to Southern California.

Inspector Chadney at Montery is cooperating with Inspector in Charge Connell and the land route is being successfully broken up.

Richard T. Dayton
Immigrant Inspector.

RHT-IT.

Inclo.

#1

Paid at government rate.

Western Union

Inspector in Charge,
Los Angeles, Cal.,
May 11th, 1914.

Agent, S. P. Ry.,
Imperial Junction, Calif.

Advise if two Chinese purchased tickets Imperial Junction to LosAngeles this morning for number one leaving there one eight this morning. If not who purchased the two tickets. They were apprehended at Indio.

Connell.

ATTEST: (Sgd) Chas. T. Connell,

2:09PM.

INSPECTOR IN CHARGE.
1914.

0768

The above is an official copy of telegram sent this day.

(Sgd) Chas. T. Connell,

CTC/EJB. Inspector in Charge.

The following is reply to above telegram:

Imperial Jct., Cal., May 12, 1914.

Connell,
Los Angeles, California.
Special officer made one Chinaman who was beating his way on freight train buy ticket to Los Angeles. Chinaman took train one from here yesterday morning. (Sgd) Agent. 11:47 AM.

Two Chinese on train #1; one purchased ticket from Agent and other paid cash fare to conductor which accounts for two Chinese upon train. Action of Special Agent being investigated as to why Chinese were not reported to the immigration officials.

Taylor

Department of [redacted] Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No.5533

May 11, 1914.

Inspector in charge,
Immigration Service,
Los Angeles, California.

Pursuant to your verbal instructions I this date interviewed Mr. W. H. Whalen, Supt., Los Angeles Division, S.P.Ry., relative to opening sealed freight cars at Indio, Cal. instead of Tucson, Arizona.

Mr. Whalen stated that they would gladly extend the same courtesies and assistance at Indio as had been accorded in the past at Tucson and Yuma and that facilities for making this inspection at Indio are about the same as at Yuma and Tucson, that is, that Indio is a freight division point and that a force of seal clerks, etc., are on duty at all hours.

OFM.

F. W. Allen
Immigrant Inspector.

Taylor

U. S. DEPARTMENT OF LABOR
Immigration Service

OFFICE OF INSPECTOR IN CHARGE
Los Angeles, California.

5528/447

May 11, 1914.
9:00 A. M.

In Re--
LEW GING,
Status under investigation.

W.A.Brazie, Inspector-Stenographer.
Charley Levy, Chinese Interpreter.

Examining Inspector, to alien:

You are advised that I am an Immigration officer, with power to administer an oath, and that a statement is desired from you touching your right to be and remain in the United States; such statement to be voluntary upon your part and under oath, and may be used for or against you in Court. Do you wish to make such statement?
A Yes.

Alien being first duly sworn, testified as follows:

Q What is your name?
A Lew Ging; no other names. Lau Yuen King is my other name.
Q How old are you?
A 25 years.
Q When and where were you born?
A Seong village, Sun Ning District, China. I don't know what year; 1st month and 7th day.
Q Are you a person of Chinese descent?
A Yes.
Q What is your occupation?
A General laborer.
Q Have you a certificate of residence or other paper showing your right to be and remain in the United States?
A No; never had any.
Q When and where did you enter the United States?
A Two days ago; on the 9th of May; at night; about 7 P. M., I crossed the line at the railroad at Calexico, California, from Mexicali, Mexico.
Q How did you cross the line?
A I walked across and climbed over the fence.
Q Who came with you?
A The boy who was arrested with me. He is in this office now. His name is Lew Hee Chun.
Q Did anyone else cross with you?
A No.
Q After crossing about 7 o'clock at night on the 9th instant, where did you go?

A We walked on the railroad track, looking for work.
Q Didn't you ride in a wagon or automobile?
A No; walked all the time.
Q When and where did you board the train?
A We walked two days and we boarded the train on which we were arrested.
Q Now, didn't you ride from Calexico to the place where you boarded the train?
A No; we walked right along the railroad track all the time.
Q Who was with you?
A Nobody; just the two of us.
Q After boarding the train did you change cars at any place?
A No. Shortly after I boarded the train we were arrested.
Q Who bought your railroad ticket?
A I bought it myself.
Q How much did you pay for it?
A $6.65, to Los Angeles.
Q Who helped you to get across the line?
A Nobody; we just walked across the line and then walked for two days and then took the train. I purchased the ticket myself.
Q Who bought the ticket for Lew Hee Chun?
A He bought it himself.
Q Did you see him buy it?
A Yes.
Q How much did it cost you to go from Calexico to the place where you boarded the train?
A Nothing; we walked.
Q Were you inspected when you crossed the line from Mexicali, Mexico, to Calexico, California?
A No.
Q Why did you not present yourself for inspection?
A I didn't know how.
Q When did you leave China for Mexico?
A I left there 8th month last year, on the steamship "Korea," and landed at San Francisco, California, in transit to Mexicali, Mexico.
Q And you state that you had no assistance in entering the United States at Calexico, California?
A No; no one helped me.

(Signed)

WH 3.

Taylor

U. S. DEPARTMENT OF LABOR
Immigration Service

OFFICE OF INSPECTOR IN CHARGE
Los Angeles, California.

5528/447-A.

May 11, 1914.
9:20 A. M.

In Re--
LEW HEE CHUN,
Status under investigation.

W. A. Brazie, Inspector-Stenographer.
Charley Levy, Chinese Interpreter.

Examining Inspector, to alien:

You are advised that I am an Immigration officer, with authority to administer an oath; that a statement is desired from you touching your right to be and remain in the United States, such statement to be voluntary upon your part and under oath, and may be used for or against you in Court. Do you wish to make such statement?
A Yes.

Alien, being first duly sworn, testified as follows:

Q What is your name?
A Lew Hee Chun; also Law Chen Pui.
Q How old are you?
A 27 years.
Q When and where were you born?
A In Ping On village, Sun Nigg District, China. I don't know what year I was born.
Q Have you a certificate of residence or other paper showing your right to be and remain in the United States?
A No; never had any.
Q When and where did you enter the United States?
A LastvSaturday--the 9th instant--at Calexico, California, from Mexicali, Mexico. I crossed the line at 9 o'clock in the morning. I crossed at the Custom House at Calexico, California.
Q Are you sure you crossed at the Customs House?
A Yes.
Q Did you present yourself for inspection at that time?
A No.
Q Did you see anyone at the Customs House when you crossed from Mexico?
A No.
Q Who came with you when you crossed from Mexico?
A Only myself.
Q Nobody with you?
A No. Come by myself.
Q Didn't Lew Ging come with you?
A No; he came before I did.

Q How did you enter the United States at Calexico?
A Walked over.
Q Did you climb a fence?
A I climbdd the fence.
Q Then you did not cross at the Customs House?
A Yes; I climbed over the fence and I saw a flag flying there, so I walked to the flag. That is at the Customs House.
Q How long did you walk before you boarded the train?
A One day and one night.
Q Who walked with you?
A By myself.
Q By yourself all the time during the day and night?
A Yes.
Q When and where did you get with Lew Ging?
A At the place where I bought my railroad ticket.
Q Now, tell me who came from Mexico with you?
A Nobody.
Q Who helped you over the line and from there to the place where you bought your railroad ticket?
A Nobody.
Q Who purchased your railroad ticket for you?
A I bought it myself.
Q During this day and night you were w lking where did you walk.
A Right along the railroad trock all the time.
Q Where did you board the train?
A Next station to Brawley.
Q Where did you buy your ticket to?
A To Los Angeles.
Q How much did you pay for the ticket?
A $6.65.
Q Did you change cars any place after you boarded the train?
A No.
Q Didn't some white man assist you to get to the place where you boarded the train?
A No.
Q Anybody else assist you?
A No.
Q And you state you did not cross the line in company with Lew Ging?
A No. I came alone.
Q And you did not see Lew Ging until you bought your railroad ticket?
A No; not until after I bought my railroad ticket.
Q How many Chinese crosses the line at the same time you did?
A Only myself.
Q Have you anything further to show asto your right to be and remain in the United States?
A No. No work there, so I came over and tried to get a job and got arrested.
Q When did you leave China for Mexico?
A Left Hong Kong 8th month last year on the steamship "Korea," and went in transit from San Francisco, to Calexico, then to Mexiccali, Mexico.

(Signed) 刘希春

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5546/15.

May 12, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

You will note from previous correspondence, to wit, under date of April 28, 1914, under file No. 5518/10, Harry B. Blee of San Bernardino, Cal., was detailed to proceed to Indio, Cal., for the purpose of determining whether or not contraband Chinese were succeeding in evading our officers at Calexico, Ca., and vicinity, and boarding the Southern Pacific trains at points north of El Centro, Cal., the official station of Mounted Inspector Ellis.

The writer, in furtherance of the arrest of Wong Him Shing and three contraband Chinese on the night of the 15th ultimo in an automobile at El Centro, Cal., and who were destined for San Francisco, desired to demonstrate whether or not Chinese were using the route in question successfully. Inspector Blee arrived at Indio, Cal., on the fourth instant, and was instructed to meet trains from the East and to the Imperial Valley, arriving at Indio at 12:10 a. m. and 2:35 a. m., both trains passing Imperial Junction during the night and arriving at Los Angeles early in the morning.

On the morning of the eleventh instant, Inspector Blee apprehended two Chinese at Indio, on train number one which

passed Imperial Junction at 1:05 a. m., the Chinese having tickets from Imperial Junction to Los Angeles, California. Upon being brought to this office, they were found to be Chinese laborers, and had passed in transit through the United States from San Francisco to Mexicali, Mexico.

Upon examination, copies of which are herewith enclosed, you will note that the Chinese refused to give a truthful account of their crossing the border and their conveyance to Imperial Junction. It is the opinion of the writer that the Chinese in question were conveyed in some conveyance from the vibinity of Calexico to Imperial Junction, it being forty miles from Calexico to Imperial Junction, and their physical appearance and condition, generally, did not indicate, upon arrival, that they had traveled on foot forty miles, and the writer, on account of the extreme heat in the Imperial Valley, does not believe that they walked forty miles from the evening of the ninth instant, when they are alleged to have crossed the border, until the evening of the tenth instant, when they took the train at Imperial Junction, being approximately twenty-six hours.

The peculiar instance is that the through train from Calexico, leaving at 8 p. m. daily, arrives at Imperial Junction at 9:55 p. m., and leaves at 10:10 p. m., and apparently the two Chinese did not take this train, but waited for the arrival of the California limited train, number one, which

arrives at Imperial Junction at 1:08 a.m.; this, would indicate that the Chinese were handled by some interested party.

The railway officials at Imperial Junction are being communicated with with a view of ascertaining who purchased the tickets for the Chinese as only three tickets were sold for train number one, to wit: two tickets for Los Angeles, and one for Colton, Cal.

These developments indicate the necessity of backing up the officers at Calexico, Cal., and indicates that it is possible for Chinese gaining surreptitious entry to evade our officers and succeed in reaching, not necessarily Los Angeles, but leave the train at Banning, Beaumont, Redlands, Colton, Ontario, Pomona, and other small towns, and reach Los Angeles upon the Electric railway. Therefore, to properly contend with this phase of the situation in Imperial Valley, and it is pertinent at this time to state that there are now approximately fifteen hundred Chinese laborers working at Mexicali, Mexico, and vicinity, five hundred of whomare unemployed, commonly called "floaters", who work at intervals, and upon accumulation of the money, spend most of the time in gambling,

It is the desire of this office to successfully cope with this situation, and to successfully back up the efforts of our officers at Calexico. There are three ways in which the

matter may be handled effectively:

First, Inspector Blee has been directed to discontinue inspection at Indio, and to meet the two trains which are suspected of being patronized by contrabands at Colton, the trains arriving at Colton at 4 a. m. and 5:20 a. m., respectively. Inspector Blee, whose official station is at San Bernardino, and connot well be abandoned, will proceed to Colton, four miles distant, every morning in his automobile. The detail is, as you will note, and unusually hard one, but will be in a measure successful, except that Chinese, upon investigation, may drop off the train at Banning, Beaumont, or Redlands Junction, east of Colton, but Inspector Blee may keep in touch with railroad officials and learn if any such procedure is followed, and act accordingly.

The next method of inspection would be the detailing of a mounted inspector to Indio, Cal., to inspect trains as followed by Inspector Blee, and at the same time control the pass which is the only outlet from Imperial Valley leading towards Colton and San Bernardino which would cover the apprehension of Chinese trying to get through on foot or in automobiles.

The next best method would be the transferring of the officers, now stationed at Tucson, Arizona, who are engaged in opening box cars at that point, to Indio, California, where all freight trains on the main line, and those from the Imperial

Valley, could be inspected. Also, passenger trains could be inspected by these officers.

On account of Indio, Cal., being twenty feet below sea-level, and one of the hottest locations in Southern California, it would be a hardship upon officers working at this point during the summer, and, further, it is not believed that the box-car route from the Imperial Valley could be used during the summer months on account of the excessive heat, and it is not thought that Chinese could live during that season in box cars for any great length of time, and the risk is too great, therefore, this effective procedure would only be suggested by the writer during the winter months, and as the thermometer ranges in the Imperial Valley, at this writing, approximately one hundred degrees in the shade, it is not thought that this method of operation is enforced, or will be during the summer months. Therefore, there remains either of the two methods heretofore mentioned, and this matter is presented to you for your advice and counsel in the premises as to procedure.

It is not thought advisable to transfer the mounted inspector from Calexico and vicinity to Indio, but should you deem it advisable that a train inspection should be followed at Indio, it is suggested that a mounted inspector be detailed from some other part of the district, or a new man appointed,

and in the meantime, Inspector Blee will give as much attention to Colton as is possible under the circumstances.

You will find enclosed, statements of the two Chinese arrested, which are at variance, together with a report of Inspector Blee and report of Inspector Miller, on conditions at Indio so far as co-operation by the Southern Pacific railway is concerned.

CHAS. T. CONNELL.

Exact copy as signed by.....
Mailed 5/12/14. by EJB.

Inc. 39427.
CTC/EJB.

Inspector in Charge.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 136/16

OFFICE OF INSPECTOR IN CHARGE
Calexico, CAL.

May 13, 1914.

Special Agent, S.P. Co.,
Imperial Junction, Cal.

You are respectfully advised that two Chinese were apprehended on the 11th instant, at Indio, Calif., by an Inspector of this Service. It is found that said Chinese purchased tickets at Imperial Junction and boarded train No. 1, at 1:08 AM.

In this connection you are advised that it is found that said chinese had gained a surreptitious entry to the United States from Mexicali, Mexico, and were unlawfully within the United States. It has also been reported to this office that you met the Chinese at Imperial Junction, and caused them to purchase tickets. Instructions have been issued by the Superintendent of the S.P. Co., for its employees to notify Immigrant officials if Chinese are seen by them who are thought to have gained a surreptitious entry.

Therefore I will thank you to keep a close watch for Chinese of said class, and should you succeed in apprehending any of them, who are without papers which were issued to them by United States Government officials, hold them and advise

me by wire at my expense.

I will also thank you to notify all section foremen under your division, to notify you if Chinese are seen by them; and if so, in turn you can cause the Chinese to be detained and notify this office.

A self addressed envelope is herewith enclosed for your reply, which requires no postage.

GWW/aam Inspector in Charge.

Incl. Env.

Copies for Los Angeles and El Paso files.

Exact copy as signed by Geo. W. Webb

Mailed May 13, 1914 by A.A.M.

****

5528/447. Los Angeles, California, May 14, 1914.

Official copy respectfully referred to Richard H. Taylor, immigrant inspector, Buffalo, N. Y., with the advice that previous correspondence in reference to the apprehension of the two Chinese mentioned above has been mailed to him at Washington, D. C., and will, in all probability, reach him in the near future, and will explain action taken by this office covering the apprehension of contraband Chinese from Mexicali, Mexico.

CTC/EJB. Inspector in Charge.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Imperial

Monica Beach

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5520/30.

May 13, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

In further reference to my communication addressed to you under date of April 25, 1914, even number, in the matter of Wong Him Shing, native, apprehended at El Centro, California, on the evening of April 18th last, having in charge three contraband Chinese in an automobile, I beg to advise you that on the 30th ultimo the matter was presented to the United States grand jury in this city; three American witnesses testifying as to the circumstances under which Wong Him Shing was arrested.

May 7. par 8

Previous to the matter being presented, Louie Hing, one of the contraband Chinese, made a statement to the writer, in which he bared the details of himself and two other Chinese being smuggled across the border by Wong Him Shing, a copy of which was transmitted to you for your information in the premises. His testimony was corroborated fully by other witnesses, but upon being taken before the United States grand jury, Louie Hing flatly denied having made a statement that implicated Wong Him Shing and, therefore, we were nonplused for the time being. However, the grand jury, upon being shown a transcript of Louie Hing's statement, voted an indictment chargingWong Him Shing with a violation of section eight

of the immigration laws, embracing three counts. The indictment was returned to the United States district court on the 12th instant, charging Wong Him Shing with a violation of section eight as indicated above. He was immediately arraigned and given until the 13th instant to plead. Previously, however, the attorney for the defendant indicated that the defendant would plead guilty if the government would refrain from pressing for a severe sentence. In view of the facts known to the government regarding the failure of Louie Hing to repeat his former testimony, we acquiesced, and on the 13th instant the defendant plead guilty to the indictment in question, and was immediately sentenced to serve one year in the Los Angeles county jail at Los Angeles, Cal., on count number one, to wit: Louie Hing, and on the succeeding counts, one year each in the county jail at Los Angeles, Cal., to run concurrently with the sentence imposed upon the first count.

While it is morally certain, in the opinion of the writer, that Wong Him Shing was guilty, and his own plea has demonstrated the fact, it goes without saying that the prosecution would have been at a disadvantage had a trial been demanded. Therefore, it is gratifying to know that a Chinese smuggler who we have had occasion to suspect, has been placed in jail for a period of one year, which, it is trusted, will have a tendency to deter the smuggling of Chinese from Mexicali, Mexico, and vicinitythrough the Imperial Valley.

Exact copy as signed by CHAS. T. CONNELL

Mailed 5/18/14 by EJB.

CTC/EJB. Inspector in Charge.

Chin Lew
Tayton
Taylor

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF Mounted Inspector,
PORT OF Santa Ana, California.

IN ANSWERING REFER TO
No. 10.

May 16, 1914.

RECEIVED
MAY 16 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

The sample of suit of cloths worn by Chinese Lew Ging, when arrested by Inspector Blee at Indio, California, on the 11th instant, sent to me by Inspector Blee for investigation, letter No. 100/124, dated May 13, 1914, the tag on suit showing that it had been made by Lutz & Co. Santa Ana, California, for W. V. Wilson., as follows:

I taken the sample to Lutz & Co., Tailors, 120 West 4th Steet, Santa Ana, Calif., they found from the sample and name, that they made a suit from the same goods, for W. V. WILSON, August 18th, 1913, his address, Imperial, Calif. and occupation Hardware or General Store, at that place, they said this was the second suit they had made for him.

Exact copy as signed by Frank M. McMahon
Mailed 5/16/14 by F.M.M.

FMM. Mounted Inspector.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No.
5528/447.

May 18, 1914.

Inspector in Charge,
Immigration Service,
Calexico, California.

Reference being made to your file No. 136/16, in further reference to two Chinese apprehended on the eleventh instant at Indio, Cal., by Inspector Harry B. Blee of this Service, who had evaded your officers in the vicinity of Calexico, Cal., you are advised that one of the Chinese arrested, upon being examined in this office, wore a suit of clothes, a sample of which is herewith transmitted you, and a pocket on the inside showed the same to have been made by Luts & Company, Santa Ana, Cal., for one W. V. Wilson.

The suit of clothes was in faily good condition, and information received from Mounted Inspector Frank M. McMahan of Santa Ana, Cal., indicates that Luts & Company, tailors, 120 West 4th Street, Santa Ana, Cal., found from the sample and name that they had made a suit from the same goods for W. V. Wilson, August 15th, 1913, his address being Imperial, Cal., and occupation, hardware or general store at that place, stating also that this was the second suit they had made for him.

You are directed to conduct a rigid investigation, and cautiously, as to the character and occupation of Mr. Wilson,

and particularly as to the probability of his being engaged in haboring Chinese contrabands at Imperial, California, or being connected in any way with persons engaged in the smuggling of Chinese.

It is desired that a rigid and secret investigation be conducted before approaching Mr. Wilson, (and), provided that you find he is a person of good character and above suspicion; you will then ask him to explain how the suit of clothescame to leave his possession and under what circumstances, it appearing from the statement of the Chinese upon whom the clothes were found, that he purchased them in Mexicali, Mexico.

There are several theories involved, one of which is, there is a possibility of the clotheshaving been stolen and taken to Mexicali for disposal. (2) That they were given to some charitable association and disposed of in some unknown manner. The circumstances, however, will bear rigid investigation, as the circumstances under which the clothes were found is at least suspicious.

I will thank you to submit your report to this office in quintuplicate.

Exact copy as signed by CHAS. T. CONNELLEY.
Mailed 5/18/14 by EJB.

Enc. 39483.
CTC/EJB.

Inspector in Charge.

Copy to Inspector McMahan, Santa Ana, Cal.; Richard H. Taylor, Immigrant Inspector, Buffalo, N. Y., and Supervising Inspector, El Paso, Texas, for their information the premises.

Taylor

Department of [redacted] Labor

IMMIGRATION SERVICE

May 28 heard from

OFFICE OF Inspector in Charge.

PORT OF Calexico, California.

IN ANSWERING REFER TO

No. 136/16

May 18, 1914:

RECEIVED
MAY 19 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

Referring to your letter of the 12th instant, No. 5546/15, addressed to the Supervising Inspector at El Paso, Texas, relative to Chinese aliens [redacted] and [redacted], who were apprehended by Inspector Blee at Indio, Calif., on the 11th instant, and your memo. addressed to me which reads as follows:"

"Find out who special agent was and why did not hold or advise nearest immigration officer - - - -", I herewith inclose a copy of a letter addressed to me by said official, which is self-explanatory; and in which you will note that he states that he only saw one Chinaman of the two referred to, and that said Chinaman had arrived on a freight train from Yuma. Hence it is possible that said Chinese entered the United States to the east of Mexicali, Mexico, and boarded the freight train at some point between Yuma and Imperial Junction, Calif.

Inspector in Charge.

GWW/asm

(Signed) Geo. W. Webb

Exact copy as signed by

Incl. 16403

Mailed MAY 18 1914 by A.M.

COPY RESPECTFULLY REFERRED TO RICHARD H. TAYLOR, IMMIGRANT INSPECTOR, BUFFALO, N. Y., FOR HIS INFORMATION IN THE PREMISES.

Geo. W. Webb
INSPECTOR IN CHARGE.

Imperial Junction,
May 16th, 1914:

(Copy)

Mr. Geo. W. Webb,

Dear Sir:

I received your letter two days ago, in regard to those Chinese that went through here on the 11th, 1914.

I only found one Chinaman . I picked him up in the yard about 10: P.M., May 11th, 1914. He had just got off of a freight train coming from Yuma, Ariz. He was dressed in American clothes an dspoke fair English. He wanted to go to Los Angeles, so I took him in depot; he got a ticket for Los Angeles, and waited for No. 1, which arrives here at 1: A.M.

I was not at the depot when No. 1 came in. I suppose the other Chinaman showed up after I left, and bought a ticket, and they both left together, for Los Angeles.

At the time I got the Chinaman,I never thought about him being a run-a-way. I will help you all I can in future. I will investigate all Chinamen that go through here.

Yours truly,

(Signed) C. Loe,
Special Officer,
Imperial Junction, Calif.

Department of [redacted] Labor

IMMIGRATION SERVICE

Taylor

IN ANSWERING REFER TO

No. 136/16

OFFICE OF Inspector in Charge.

PORT OF Calexico, California.

May 21, 1914:

RECEIVED
MAY 22 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

In reply to your letter of the 18th instant, No. 5528/447, you are respectfully advised that W. V. Wilson is personally known by me as bein g a business and honorable man; that on th e 20th instant, I visited Imperial, California, for the purpose of ascertainin g his standing in that locality, andfound that he was engaged as General Manager for the Imperial Hardware Co., at said place; and from the business men on Imperial I found that his status as an honorable man is beyond reproach.

I then called upon Mr. Wilson, and asked him where he purchased his clothing. He stated he purchased a suit once a year at Santa Ana, California; that while he was engaged as head clerk at Calexico, California, about one and a half years ago ,he was rooming with a man by the name of A. C. Gaines; that while he and Gaines were away from the house one night, the same was entered by some unknown party, and Gaines' trunk was broken open and robbed, and that the party had taken a coat anda pair of trousers which had been made for him at Santa Ana, Calif.; that he, Wilson, had the vest of said suit.

--- 1 ---

[redacted]
No. 15056.

I then had Mr. Wilson to produce the vest, and found that the goods was the same as the sample which you inclosed with your letter above mentioned.

This morning I called up A. C. Gaines on the telephone, who is working on Hauser's ranch three miles west of Calexico, Calif., and Mr. Gaines verifies the statement made. Therefore, there can be no question but what the coat which was worn by the Chinaman apprehended by Inspector Hiss at Indio, on the 11th instant, had been delivered to him by the party who had stolen it from Mr. Wilson; and it is possible that said party conveyed the Chinaman from Mexicali, Mexico, to Imperial Junction, California.

Inspector in Charge.

GWW/cam
[redacted]

Exact copy as signed by (Signed) Geo. W. Webb

Mailed MAY 21 1914 by cam

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#2

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL.

IN ANSWERING REFER TO
No. 239/11.

RECEIVED
MAY 13 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

May 11, 1914.

Inspector in Charge,
Immigration Service,
San Diego, Cal.

In accordance with verbal instructions received from you I left my official station at 1:00 p. m. the 3rd instant, accompanied by Inspector A. R. Nielsen, via automobile maintained at Government's expense, for Oceanside, California, for the purpose of investigating a report that you had received at 3:00 a. m. that date from Geo. E. Hankinson-by telephone- night agent for the A. T. & S. F. Co.

We did not go into Oceanside until after dark, we found Mr. Hankinson at his home and the following is what he told us: He stated that about 2:30 a. m. that date his attention was called to the fact that a fishing boat was lying close in to the pier at Oceanside and that said boat was signalling to some one ashore; after watching for a few moments he located a light at South Oceanside (red and green) he presumed them to be the lights from an automobile. After he was off duty (8:00 a. m.) he proceeded down the road and found tracks where an automobile had passed but a few hours before, going in the direction of Escondido. The fog was quite thick and he was unable to see the boat, he stated he went to the beach and even crawled on the sand in hopes that

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL.

IN ANSWERING REFER TO
No.

he would hear the voices of those aboard. He dared not to get in too close quarters as once they caught sight of him he would be marked at a "spotter".

Inspector Nielsen and I proceeded to the place where the light had been seen by Mr. Hankinson and watched the road and the railroad track that night, the next morning we went to the beach but were unable to locate any evidence leading us to believe that a number of persons had been on the beach the day previous, however the tide would remove all traces of foot steps made by the party if they were landed. In as much as it was so near daylight that the boat was seen off shore and Mr. Hankinson believes the lights to have been those of an automobile we are of the opindon that if anything was landed that it must of been opium and not Chinese. We also believe Mr. Hankinson is sincere in giving his information and that he is a man of his word and that he is in a position to render the service valuable information at times. In conducting investigations of this nature at Oceanside a person had to be very cautious, Inspector Nielsen concurs with me that Mr. Hankinson is, at the present time, the only man whom we feel that we can safely go to and secure reliable information relative to the movements of such residents of Oceanside as we have under suspicion as being connected with the smuggling of Chinese into the United States.

(sgd) Fred D. Jack.
Immigrant Inspector.

Returned to O. S. 3 p.m. the 4th inst.

Quadruplicate.

309-2

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 24
1914

IN ANSWERING REFER TO
No. 239/11

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

May 14, 1914.

Inspector in Charge,
Immigration Service,
San Diego, Cal.

Referring to previous reports concerning information that leads us to believe that Chinese are being smuggled via automobile from Oceanside, California, I have to advise that J. M. Kolb, proprietor of the Mission Garage at said place is thought to be connected such operations, Inspector Nielsen and I received such information from Mr. Hankison, night agent for the Santa Fe at Ocenaside, California; I would suggest that an officer be sent to this place for the purpose of watching the operations of said Kolb, of course any one sent to that place would have to be an entire stranger. Our informant, Mr. Hankison, has a telephone and we believe it to be a party line and that on the same line with Mr. Kolb's home. In the event that an officer is sent to Oceanside it is quite likely he could secure a room at Mr. Hankison's place, as he has a large house, and we believe that such an officer would be able to have a telephone installed in his room, if able to secure one at Mr. Hankison's, and in this manner he would be able to overhear any conversation that would be communicated to the garage thereby ascertain whether or not he receives calls from San Diego

also from Los Angeles, as it has been reported that the Mission garage receives calls from San Diego to furnish a machine to convey Chinese from Tia Juana, California, to Oceanside, then the Mission garage calls up Los Angeles and asks that a machine be sent down to Oceanside to pick up and carry North the Chinese. In order to make a thorough test as to whether or not the operations are being carried on as mentioned herein it would quite likely be necessary to have a man remain at Oceanside for at least two months and possibly longer.

Mr. Hankison, at present, is absent from Oceanside for a six week's trip in the East, he informed Inspector Nielsen and myself that upon his return he would look out for the movement of freight cars going north and east of Los Angeles, they coming from the Escondido and the Fallbrook branches. He states that he has been very suspicious of the cars, at different times, that have been loaded with beans. It is believed that when the season arrives for the shipping of beans that some of the blind sidings north of Oceanside should be closely watched.

(Signed) Fred D. Jack.
Immigrant Inspector.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

IN ANSWERING REFER TO
No. 239/11

May 16, 1914.

RECEIVED
MAY 21 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

Respectfully referring to your letter of the 9th instant, No. 5546/16, concerning the report of W. White Thacher, Chinese interpreter at San Diego, copy of which was transmitted to you, and in which you suggest that Inspectors Jack and Nielsen be detailed to investigate the information given, I beg to advise you that before the receipt of your letter I had already detailed the Inspectors mentioned to give this matter a thorough investigation. Copies of their report were forwarded to you on the 12th instant, under our file 239/12, and further report is transmitted herewith. The suggestion made by them, that an Inspector who is unknown at Oceanside, California, be detailed there to endeavor to obtain information regarding the smuggling of Chinese by automobile, is a good one, I believe, and is well worth trying.

This office has had Jessie Kolb, owner of the Mission Garage at Oceanside, under suspicion for a long time and we believe that he is and has been closely connected with the gang of

smugglers located there. Kolb is a nephew of William Freeman who is now in the Los Angeles County Jail under indictment in the Chew Bing, et al., case. Kolb has the reputation of being a very clever and determined fellow - one who would not hesitate to take chances if sufficient money were to be made - though he is reported as having had a falling out recently with the other members of the gang, possibly because he was not taken in when they removed their operations further north.

So far as this office can learn there has not seemed to be much movement of contraband Chinese from Mexico across the boundary in the vicinity of Tia Juana, California, since the troops and militia have been stationed there to guard the border. When the state militia were on duty it was extremely difficult for any person to come from or go to Mexico in this part of California. For example, when the fifty-seven refugees recently escaped from Fort Rosecrans, fifty-four of them were apprehended before they reached the boundary, only eighteen or twenty miles distant. Most of them were caught by the soldiers, militia, and others who were on guard along the frontier. The militia were withdrawn on the 10th instant and from now on the line will not be so well guarded as it was during the previous three weeks.

We have tried the plan of watching the roads by automobiles north of Oceanside in an endeavor to apprehend those carrying contraband Chinese but it has not been very

successful. We believe that after machines have been stopped and searched for a night or two word is passed along by the chauffeurs and everything is "called off" until our inspectors are withdrawn. I believe that the only manner in which we can be successful in combating this traffic is to obtain inside information, as we have successfully done in regard to smuggling by water. The suggestion of Inspector Nielsen and Jack that an inspector be sent to Oceanside when Mr. Hankison, the night operator there of the A.T. & S.F. Ry. Co., returns and that an attempt be made to overhear telephone messages sent to Mr. Kolb (if we can obtain the sanction of Mr. Hankisón) seems to be worth trying though it is probable that it would take some time before definite information could be obtained in this manner. This office believes that Mr. Hankison will be able to render the Immigration Service a great deal of assistance if we can keep our connection with him a secret. It is believed that it will be wise not to attempt to work in the immediate vicinity of Oceanside until Mr. Hankison returns as there are not many people there whom we consider it well to trust.

Culver, the Freemans, Marron, the Trotters, and the rest of the Oceanside gang are so closely connected by blood ties, marriage, and political affiliation with so many of the prominent people in Oceanside and vicinity that nearly every person who lives in that part of the county is either unwilling or afraid to inform us concerning the movements of any of the "gang", or to give us any information which might lead to the

apprehension of any of them. This office considers that "Bill" Trotter, deputy constable of Oceanside, and Sam Wing, now under arrest, are the brains and ringleaders of the Chinese smuggling gang which operated in Oceanside and vicinity. "Bill" Trotter is the "deputy sheriff" referred to in the anonymous letter signed "ARTHUR", dated March 28, 1914, copy of which you forwarded to us on March 31, 1914, under your file No. 5530/27. In this connection I desire to state that Trotter, Marron, and the Hayes family (relatives of Marron) are so strong politically in the northern part of San Diego county, and, because of their political strength, are so closely connected with the O'Niel brothers (who own the large Santa Margarita, Mission Viejo and Trabuco Ranches in the vicinity of Oceanside, San Juan Capistrano and El Torro), that it is extremely difficult to obtain information in that part of the country regarding Chinese smuggling. Vacqueros who were working on these ranches and who are well known to Inspector Conklin and to me have intimated to us on a number of occasions that Richard O'Niel, (father of the boys now owning the above ranches) who owned and operated the ranches up to the time of his death a short time ago, gave orders that none of the employees or renters on his ranches should give information to the immigration officers concerning the movements of Chinese or Chinese smugglers thru his lands for fear that in retaliation or revenge they, the smugglers, would set fire to the pasture lands on these ranches during the dry season.

Referring to the Statement of Mr. Hankison regarding his suspicions that Chinese had been loaded in cars of beans at the blind sidings in the vicinity of Oceanside, Los Flores and San Juan Capistrano, I think that possibly the several parties of Chinese reported to have been seen in the vicinity of Oceanside and Capistrano during the summer of 1912 may have used this method of getting safely out of this country though you will recall that inspectors from this station and also those working directly under you made investigations of several of these reports at that time but were unable to obtain any definite results though some of the reports seemed to be reliable.

HHW/CLK

Inspector in Charge.

Inclosure No. 1053.

HARRY H. WEDDLE.

Exact copy as signed by

Mailed 5-17 1914 by C. L. KEEP.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO

No. 5546/16.

May 21, 1914.

Inspector in Charge,
Immigration Service,
San Diego, Calif.

Receipt is hereby acknowledged of your communication of the 16th instant, No. 239/11, in further reference to the alleged smuggling of Chinese from the vicinity of Tijuana, Mex., and transported in automobiles to interior points, it being noted that the headquarters of a certain clique of smugglers is at Oceanside, California.

The report submitted is very interesting, but there does not appear to be any solution of the problem offered except the suggestion that an unknown inspector be placed at Oceanside.

You will note from my previous communication upon the subject addressed to you that the writer was adverse to the detailing of an inspector at Oceanside on account of the limited number of people at Oceanside, and the ability of those engaged in the smuggling of Chinese, and their friends, to detect strangers, and that the appearance of a stranger at Oceanside would cause suspicion and inquirtes.

This office has no officer in this immediate district who can be detailed, except, perhaps at a later date, when Inspector Morse is transferred from Santa Barbara to Santa Ana, who may then be detailed for a short period to keep track of conditions under plans outlined by you or Inspector Nielsen, as

you are both acquainted with the personnel of the smuggling clique and local conditions at Oceanside. It is possible, as Inspector Morse is unknown to this party, not having worked in the vicinity of Oceanside, that he may succeed, before his identity becomes known, in securing some information that may be of value to the Service, and as soon as he arrives at his new official station, arrangements will be made accordingly, if the same is approved by the Supervising Inspector.

This office realizes the difficulties under which you and your officers are laboring, but it is thought that you should be able to devise ways and means to cope with this gang of smugglers, and you should not cease your efforts pending the arrival of Inspector Morse, but, rather, realize that you are confronted with a crowd that is resourceful and bold, and, therefore, demonstrate to you the necessity of strenuous action in dealing with them, and to entrap them in their efforts to land Chinese by vessel in the vicinity of Oceanside, or to carry successfully Chinese who have been brought into the country illegally, and then transported to the interior. This office will lend you every assistance, and trust that you may be sudcessful in coping with the situation.

In regard to the placing of automobiles at points north of Los Angeles, this matter will be given attention in due course as soon as it is demonstrated where the logical point of inspection is advisable.

(Sgd) Chas. T. Connell,
Inspector in Charge.

Copy respectfully referred to Supervising Inspector, El Paso, Texas; Richard H. Taylor, Immigrant Inspector, Buffalo, N. Y.; Inspector, Santa Ana; Inspector, Bakersfield; Inspector, San Pedro, California.

(Signed) Chas. T. Connell
INSPECTOR IN CHARGE.

Exact copy as signed by CHAS. T. CONNELL.
Mailed 5/21/14. by E.B.

309 L
May 28

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

IN ANSWERING REFER TO
239/11

May 22, 1914.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

Respectfully referring to our correspondence in the matter of operations of a certain olique of smugglers at Oceanside, California, and especially to your letter of the 21st , No. 5546/16, in which you refer to a letter from this office, No. 239/11, dated the 16th instant, and in which you state that we should realise that we are confronted with a crowd that is resourceful and bold and, therefore, should use strenuous action in dealing with them and endeavor to trap them in their efforts to land Chinese by vessel in the vicinity of Oceanside, I beg to state that this Oceanside gang has been in operation, as far as I can learn, for the last fifteen years and this office has known that they have engaged in smuggling for a longer period of time than I have been in the Service. Some two years ago by the efforts of inspectors under you, including the ones directly under this office, I believe that this bunch was forced to abandon its operations for at least a year. I refer to the time that the McGarvins were captured and Clint Culver removed to Oregon. However, for the last year past, these parties seem to have again

become active, though as far as this office can learn the bulk of their operations have been in the vicinity of San Pedro. This will be shown by the trips that Andrea Basille made with the "Cappo D'Anno" before they were apprehended, and also by the information turned in by Special Agent Dave Main, regarding the offer to the Fox Brothers of the "Calypso" to take twelve Chinese from near Ensenada to Point Vicente, California, north of San Pedro, and the various trips of Chew Ping to San Pedro, before he was apprehended at Wilmington.

The only ways that this office knows of dealing with Chinese smuggling is first the routine measure of patrol work, such as watching the railroad tracks, highways, trails, etc., and this also includes following clues; and secondly by working on information turned in by informants. The first measure is largely preventative in its results. To the second one we are usually indebted for the captures of smugglers and contraband Chinese. However, in our experience it has been extremely difficult to get hold of reliable informants, and it is largely a matter of luck when we are able to secure one.

This office has been unable heretofore to get in touch with an informant who could give us valuable and reliable information, regarding the operations of the Oceanside bunch, but it has not been thru lack of effort on our part to find some such person.

239/11(SD)

In my letter of the 16th instant, I unfortunately expressed myself very poorly to give you the impression that this office would give up all efforts to prevent the smuggling of Chinese in the vicinity of Oceanside for the time being. I only meant to state that I did not believe it wisest to use any of our inspectors, if in the near future there was a reasonable chance of your detailing an unknown inspector to work in Oceanside with the hopes of his obtaining inside information. We of course expect to work on any specific information we may get, as we have always done in the past.

HHW/RHA

Inspector in Charge.

HARRY H. WEDDLE.

Exact copy as signed by

Mailed 5-22 1914 by RHA

Copy referred to Supervising Inspector, El Paso, Texas; Inspector Richard H. Taylor, Washington, D. C.; Inspector in charge, Monterey, Calif.; Inspector in Charge, Santa Barbara, Calif.; Inspector in Charge, San Luis Obispo, Calif.; and Inspector in Charge, San Pedro, Calif.

MAY. #3

Mr. U. S. Marshal.

Sir:

There is a man by the name of G. M. Young living three miles N. E. of Placinta, Calif. He has thirty acres of orange orchard. He is interested in the Keystone Iron works in Los Angeles. He is working with a man by name of G. H. Aiken, 124 So. Flower St., Los Angeles, in locating people on U. S. homestead lands. They have an office at 402 Monadock Bldg., Los Angeles. J. H. Kimball is in the above office also.

Then there is a woman by name of Mrs. McDowell. She lives in Room 204 in Dagmar appartment house So. Hope street, Los Angeles, who works with the above men in some way. Sheis a grass widow. She has a son about 15 years attending some milatary academy in Los Angeles. She pays $650 pr. year for the son there. She has a twin girl to the boy in some girl boarding school in Los Angeles. It costs her $350 per year for the girl. This woman Mcdowell has represented to be a trained nurse and drawing a big salary. She has represented that she draws a big alimony from Mcdowell who is claimed to be a wealthy mining man in Douglas, Arizonia. This man young is taking in considerable easy money from some source. Also is the woman Mcdowell. I have been told that they are Chinese and opium smugglers opperating over land across the border out of Mexico. Young drives a Cadillac car No. 66005 I think that is the number of his machine. His name is George M. Young. His telephone No. 12 W. Placinta Calif. His mail address is

R. F. D. 2., Fullerton, California. Mrs. Medowell's telephone number is Main 6612. Young has some hotel stopping place in Los Angeles. He is a grass widdower. His wife lives in Pasadena. He has one man about 20 living with him at his orange rach. It isbelieved that Young rooms at Room 204 Dagmar apartments, Los Angeles. The supposition is Young and the woman go to Mexico in this Cadillac car and they bring the contraband goods to Los Angeles in this car. Then it is thoughtthat oneof them or both of them have a deposit box in the Security savings bank or some other bank there and they put the opium in these boxes, and one or both of them peddle this bach of opium and when it is gone they make what they call an outing trip to Mexico and get another supply. This woman Medowell has lived in Douglas, Ari²onia, and it is thought that she got the smuggling ideas while a resident there as she was in the mining camps there. This man Young has a particular friend by name of Dr. Clark of Fullerton Calif., It is believed that the Medowell woman has some friends some place near the international boundry on one side or the other whom she goes to for goods. It is said that Young is never at this orange ranch only on Sundays. This information came to me so straight that I think it would warrant investigation. It is though they have been at this for three or four years. It is thought that they Chinese into the mines also to San Francisco and San Diego. They went to Calexico a short time ago, and came back through San Diego.

(UNSIGNED)

may 24

Gaylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO

No. 5502/141.

May 19, 1914.

Frank M. McMahan,
Mounted Inspector,
Santa Ana, Calif.

You will please find enclosed herewith copy of an anonymous communication addressed to the United States marshal in this city, which is self-explanatory. This office has referred the matter to an inspector at this station for investigation in this city.

It appears, however, that the license number of the Cadillac machine mentioned in the communication, to wit: 66005, is not in the name of Mr. Young. The license in 1913 covering this number was issued to E. M. Bowen, Alameda, California, and in 1914, to C. R. Harry of Stockton, Cal., therefore, the number mentioned is evidently wrong.

To this end, you should locate the ranch of Mr. Young, near Fullerton, Cal., about three miles northeast of Placentia, with a view of ascertaining the number of his car and the type. Also, you should make such inquiries as are pertinent, but cautiously, in order that no suspicion may be attached to your inquiry.

From the communication, it appears that Mr. Young visits his orchard on Sundays only. As soon as the number of the car is determined, the same will be furnished all officers in this immediate district in order that the car and its occupants may

be watched. You should also inquire as to the character and standing of Dr. Clark of Fullerton, Cal., who is mentioned in the communication.

In regard to the woman, Mrs. McDowell, you are advised that the writer knew this woman in Douglas, Arizona, as early as 1903, and she was divorced from her husband, who was a physician, she having the custody of twins, a son and a daughter. Her name has been forgotten, but along about 1905, she married a drygoods clerk in the Copper Queen store at Douglas, Arizona, named McDowell. He later moved to Cananea, Mexico, where he worked for the Green Cananea Copper Company, being employed in their store. Later, they returned to Arizona, and McDowell worked at Morenci, Prescot, and later at Flagstaff, it being thought that he is at present at Prescot. He has no means outside of his salary, but it is understood that he furnishes Mrs. McDowell with a certain amount monthly. Mrs. McDowell and he have not been on good terms for several years, and she came to Los Angeles, and has been employed in some manner unknown to the writer. The writer has seen her upon the streets on several occasions. She is of small stature, dressy, and is a handsome woman, notwithstanding, she is slightly cross-eyed. She is about thirty-five years of age, and dark complexion. If seen face to face, the cross eyes are very noticable, and therefore could be easily identified.

As soon as your report is received, it will be turned over

to the inspector at this station for further investigation in connection with his own report. Your report should include the general reputation of Mr. Young in that vicinity, and you should ascertain if he has property in Mexico, and where.

It is requested, when submitting your report, that nine copies of same be forwarded.

(Sgd) Chas. T. Connell,

CTC/MEB. Inspector in Charge.

Copy respectfully referred to the following officers for their information in the premises:

Inspector in Charge, San Diego, Cal.,
Inspector, Campo, Cal.,
Inspector, Tia Juana, Cal.,
Inspector in Charge, Calexico, Cal.,
Inspector, San Bernardino, Calif.
Richard H. Taylor, Immi. Inspr., Buffalo, NY.,
Supervising Inspector, El Paso, Texas.

Exact copy as signed by CHAS. T. CONNELL.
Mailed 5/9/14 by EJB.

CTC/EJB. Inspector in Charge.

Department of ~~Commerce~~ and Labor
IMMIGRATION SERVICE

Taylor

OFFICE OF Mounted Inspector,
PORT OF Santa Ana, California

IN ANSWERING REFER TO
No. 7/5.

May 21, 1914.

RECEIVED
MAY 22 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

Complying with your instructions to me in letter No.5502/141, dated May 19, 1914: on the 20th instant, I called Mr. Geo. M. Young over telephone (Placentia, Wal, 12-W, Res. Wagner Ave.) from Santa Ana, at 12:30 P.M., and found him at his ranch, that he would be there during the evening, I made an appointment to call, under the pretex of wanting to locate some land, and proceeded at once.

I found that he has lived in the vicinity, where he is now located, 19 years, he having sold his old place, which was near his present location, to an Oil Company three years ago, and bought 35 acres, where he now is, and it is mostly in bearing orange trees. He stated, that he lived in Pasadina, Calif., before coming to Orange County. He informed me, that he was not in the land business himself, but he had taken up 320 acres of desert land, near Barstow, Calif., that he was located by Aiken & Kimball, that they were friends of his, and had an office in the Chamber of Commerce, 3rd or 4th floor, in Los Angeles, Calif.

I told him that, I had received the impression, from a party that knew him, that he was in the land business, to some extent. he said, no, he owned one half interest in the Keystone Iron Wks. in Los Angeles, and spent about one half of his time in that City.

No.7/5.,5/21/14.

and when there, he stopped at the Woodward Hotel,on 8th street, between Hill and Olive streets.

In answer to questions,as to what he knew of the Imperial valley,Mexico and ect.,he stated,that he made an extended trip through the Imperial valley,not long since,via automobile,accompanied by Dr. Clark,of Fullerton,Calif.,who owned land in the Imperial valley,that Dr. Clark was an old friend of 15 years standing,and reliable for information,stating,that they went by way of Julian and returned by San Diego,visiting the different towns in the valley,but they did not go to Mexico,he never having owned property in Mexico, did not know how they were to deal with(I claiming that I might investigate leasing land in Mexico.)

I then brought up the automobile question,asked to see his machine,which was locked up in his garage,he willingly showed it to me. A 50 horse power,1914 model Cadillac touring car, State No.65006.

Young is about 45 years old; 5' 10" high; weight about 150 pounds; sharp blue-gray eyes; medium complexion; hair tinged with gray; smothe shaved; has appearance of farmer or ranchman.

From casual inquiry ,I was unable to learn any thing detrimental to either Geo.M.Young or Dr. Clark.

FMM. Exact copy as signed by Frank M. McMahan Mounted Inspector.

Mailed 5/21/14 by FMM.

Taylor

#4

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5520/27

May 13, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

Reference being made to your file No. 5025/539, in the matter of Clinton Culver et al, charged with a violation of section eight of the immigration laws, and section thirty-seven of the revised statutes, in that they conspired to violate section eight of the immigration laws, I beg to advise you that on the eleventh instant, in the United States district court in this city, Chew Bing, alias Chow Bing, alias Ah Bing, withdrew the former pleadof not guilty and entered a plea of guilty as charged in both indictments, to wit: a straight violation of section eight of the immigration laws, covering twenty-nine pounts, and for a violation of section thirty-seven, to wit: conspiracy to violate section eight of the immigration laws.

Judge Wellborn set the morning of the 12th instant for imposing sentence, and at that time the defendant, through his attorney, addressed the court in the defendant's behalf for leniency upon the grounds that the defendant was fifty-eight years of age, and dwelt particularly on the alleged fact that the defendant had a lapse of memory at the time he was captured in an automobile at Wilmington, California, to-

gether with other defendants, and the apprehension of thirty contraband Chinese which were landed from the gasoline launch "Capo d' Anno".

While the plea of guilty was an admission of guilt, it was argued that the defendant was apprehensive of other offenses committed by him, and that he was not directly connected with the landing of the contraband Chinese at Wilmington, Cal., but that he accidently met Mr. Culver who owed him money on a vegetable deal, and that he was awaiting his return when arrested. This argument is decided amusing to the writer, who is acquainted with the circumstances, and corroborated by substantial evidence. However, the government insisted that no leniency should be shown, but Judge Wellborn is adverse to severe sentences, and indicated in this instance, however, that in view of the fact that a large number of Chinese had been landed, that he would not entertain the request of the defendant to be given a jail sentence, and, thereupon, sentenced Chew Bing, alias Chow Bing, alias Ah Bing, to serve two years at McNeil's Island on the first count, and two years each on the succeeding twenty-eight counts, sentence upon each count to run concurrently with the sentence imposed upon the first count, and the same sentence to apply to the plea of guilty entered to the indictment charging conspiracy to violate section eight of the immigration laws, said sentence to run concurrently with the sentence imposed upon the first count under the indictment charging a violation

58 yrs.

of section eight.

It is gratifying that we have succeeded in reaching one of the main conspirators of the Oceanside cabal, it being noted that our officers at San Diego and San Pedro and other points have had this person under continued surveillance for approximately six months, having known that he was engaged in aiding and abetting the landing of contraband Chinese, it being developed through secret information that Chew Bing, alias etc., was associated with the parties who landed certain Chinese at Monterey, Cal., on January 17th last from the launch "Calypso".

It is trusted that the plea of guilty entered by one of the chief conspirators may encourage others to do likewise, but, in any event, it will have a decided effect in favor of the government at the prosecution of the other defendants when the matter is brought up for trial.

Exact copy as signed by CHAS. T. CONNELL.
Mailed 5/13/14 by EJB.

CTC/EJB. Inspector in Charge.

Taylor

#5

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5520/27.

May 13th, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

Reference being made to your file No. 5025/539, in the matter of the condemnation proceedings covering the gasoline launch "Capo d' Anno", I beg to advise you that on the eleventh instant, in the matter of entering an order of condemnation, was continued by Judge Wellborn in the United States district court in this city until the 15th instant, at which time it is trusted that definite action will be taken.

You will be advised accordingly.

Exact copy as signed by CHAS. T. CONNELL.
Mailed 5/13/14. by EJB.

CTC/EJB.

Inspector in Charge.

R. H. Taylor

Department of [redacted] Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5520/27

May 19, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas,

Referring to your file No. 5026/539, you are respectfully advised that in the matter of condemnation proceedings pending against the launch "Capo d' Anno" further continuance was on the 18th instant granted by Judge Wellborn to the 25th instant, the Attorney for the claimant Crivello being unable to be present the 18th.

Exact copy as signed by Chas. L. Connell

Mailed 5/19/14 by E. J. B.

OFM.

Inspector in charge.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 24

#6

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5502/119

May 18, 1914.

Inspector in Charge,
Immigration Service,
Calexico, California.

Referring to your letter of the 8th ultimo, No. 125/28, in reply to my letter of the 3rd ultimo, of even number, relative to one Chester Lawson, who formerly engaged in Chinese smuggling and box car robberies in the vicinity of Buffalo, New York, please advise whether any further effort has been made by you to locate the above named person in the Imperial Valley, and if located, what steps have been taken to keep his movements under surveillance.

This matter should not be dropped, as from his past record this man will bear watching.

CHAS. T. CONNELL.

Exact copy as signed by.....
Mailed 5/18/14. by E J B

JRC

Inspectof in Charge.

C/C for Supervising Inspector, his file No. 5084/324, and Inspector Taylor, Buffalo, New York.

Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Taylor.

OFFICE OF INSPECTOR IN CHARGE,
PORT OF CALEXICO, CALIF.,
May 19, 1914.

May 25

No. 125/29.

Inspector in Charge,
Immigration Service,
Los Angeles, Calif.

In reply to your letter of the 18th instant, No. 5502/119, which relates to the case of Chester Lawson, you are respectfully advised that I detailed Inspector Frank G. Ellis, of El Centro, Cal, to locate and ascertain whether Chester Lawson of Brawley, Cal., is one and the same person as mentioned in your letter referred to, and to keep said party under surveillance.

Ellis informed me that he was sure from the description of Lawson, of Brawley, Calif., that he was one and the same person as mentioned in your letter, and that he would keep him under surveillance; and have since reported to me on several occasions that he can obtain no information which would indicate that Chester Lawson, of Brawley, Calif., is now engaged in any crooked work.

Yesterday I detailed Ellis to proceed to Carriso Creek, in company with Customs Inspector Rodney Clarke, for the purpose of ascertaining whether Chinese or other aliens are gaining an entrance to the United States by that route. Immediately upon his return I will cause him to submit a written report as to what he has found out about Chester Lawson, and forward a copy of the same to you.

Geo. W. Webb,
Inspector in Charge.

GWW/AAM.

***

Taylor

Department of [redacted] and Labor
IMMIGRATION SERVICE

#7

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.
[redacted]

IN ANSWERING REFER TO
No.
101/2-50.

San Pedro Calif.
May 18, 1914.

Inspector in Charge,
Immigration Service,
Los Angeles, Calif.

When Leffingwell left Wilmington a month of so ago, circumstances and information indicated that he was endeavoring to arrange to bring in contraband Chinese. Since then he has been heard of in Tijuana and Ensenada and San Diego. While J.A.Brune is as unreliable as anyone, he has furnished some very useful information, and he reported on the 14th instant that the man on Union Oil Barge at San Diego told him that Leffingwell was arranging to use the launch "Santa Barbara" of San Diego; he also stated that the Mexican at the ranch at Descanso said the Santa Barbara would pick up here Chinese there. This information is furnished with the idea that it is worth investigating at least to the extent of determining whether Leffingwell has been associating with the persons on the "Santa Barbara", as since the "Anita D" has been tied upwe have been anxious to know what boat Leffingwell would use. We have had information from other sources believed to be reliable, showing that the Union Oil Barge man, has considerable knowledge, at least, of Chinese smuggling.

Dan A. Kuykendall
Inspector in Charge.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No.
5502/79

May 19, 1914.

Mag 4 - No. 6

Inspector in Charge,
Immigration Service,
San Diego, California.

You will please find inclosed herewith copy of a communication addressed this office under date of the 18th inst., No. 101/2-50, signed by the Inspector in Charge, San Pedro, California, covering one Samuel Leffingwell, of Wilmington, California, who was recently in your vicinity.

You will note from the report that one J. A. Brune reports that on the 14th instant he was advised that Leffingwell was making arrangements to use the launch "Santa Barbara" of San Diego, for the purpose of bringing Chinese laborers from Descanso, Mexico, to some point on the California coast.

You will also note that information was received through Fred Fox, now under arrest at San Francisco, that the Union Oil barge man mentioned in his report is subject to surveillance, and particularly on account of his having had in his charge or has at the present time the launch "Amy-Louise," owned by the Fox brothers, and which was used by Brune and Pasqual Urso in connection with the first attempt of the operators of the launch "Calypso" to smuggle Chinese, but at that time they were frightened out and returned to Long Beach on the 25th of December last.

It is suggested that your officers be advised to locate Leffingwell, if possible, in your vicinity, and keep his movements under surveillance, and particularly the launch "Santa Barbara."

You should report any fact covering the whereabouts of Leffingwell to this office, or any suspicious movements of either Leffingwell or of the launch "Santa Barbara."

Exact copy as signed by CHAS. T. CONNELL.

Mailed 5/19/14 by [signature]

CTC/WAB. Inspector in Charge.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 28

IN ANSWERING REFER TO
No. 239/23

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

RECEIVED May 20, 1914.
MAY 21 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

Respectfully referring to your letter of the 19th instant, No. 5503/9, with which you forwarded a copy of a report to you from the Inspector in Charge at San Pedro, in the matter of Leffingwell and the launch "Santa Barbara" of San Diego, I beg to inform you that Leffingwell has now control of the gasoline launch "Santa Barbara", formerly run by Ignacio Orosco. Orosco now owns and runs the boat "Union", of San Diego, and which boat Andrea Basille has given information about. Leffingwell is thoroughly overhauling the "Santa Barbara", she being in poor shape.

Leffingwell says that he is going to work for a Japanese fishing company of San Diego, bringing fish, lobsters, etc., from their camps in Lower California. He has a Mexican on the "Santa Barbara". This Mexican is unknown to any of our inspectors or the Customs officers in San Diego. We will endeavor to learn his name. This combination, taken in connection with the Japanese, is a very dangerous one, in our opinion.

A full description of the "Santa Barbara" and a photograph of the same will be forwarded in a day or two. Inspector Keep today is engaged in getting the descriptions of all the suspected boats in San Diego. He, in the past two or three days, has obtained photographs of most all of them. These will be forwarded as soon as possible.

In regards to your direction to keep the Union Oil Company's barge man (Pawter) at this place under surveillance, particularly on account of his having at the present time the launch "Amy Louise", owned by the Fox Brothers, I beg to state that we have known that this man sympathized with the smuggling gang, because he seemed on many occasions to be unwilling to give us information regarding the oil purchased by smuggling boats, and also seemed unwilling in other ways to assist us in obtaining information. The "Amy Louise" is still in charge of the above-mentioned man, though William Fox of Tia Juana claims to own her.

Sometime ago Welch, of the Welch Auto Service Company, in this city, who runs two machines, one being a five-passenger Buick, #64049, and the other a seven-passenger car, #43536, and who has long been suspected of opium smuggling and possibly Chinese smuggling by our Service and the Customs Service at this station, came to me and stated that William Fox wished to trade the gasoline boat "Amy Louise" for his

automobile #64049. Welch wished to know whether the Government had a libel against this boat. After his examination of the "Amy Louise", however, he decided that his machine was worth more than the boat, and so the exchange was not made as far as we have been able to learn.

HHW/RHA

Inspector in Charge.

HARRY H. WEDDLE.

Exact copy as signed by_____

Mailed 5-20 1914 by RHA

Inspr. Taylor

#8

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 5518/14

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

May 18, 1914.

Inspector in Charge,
Immigration Service,
Los Angeles, Calif.

Pursuant to verbal instructions I left my official station in company with Inspector Miller, at 8:46 A. M., of the 15th inst., via Pacific Electric railway, for San Pedro, California, for the purpose of assisting other inspectors in a search of that vicinity for a party of contraband Chinese supposed to have been landed from a small boat on the night of the 14th inst.

Upon arriving at San Pedro I accompanied Inspector Gatley and we made a thorough examination of the beach from San Pedro to Fermin Point, and at a point directly in front of the South Coast Yacht Club, where a party of Japanese fishermen reside, we found evidence that an automobile had driven away from the beach recently, and from the appearance of the track it must have been a very large machine.

Returning from Fermin Point we watched the laundry of Zing Lee, at San Pedro, from 4 P. M., until 2 A. M., of the 16th, as it was believed that the shid Zing Lee was connected with the smuggling of the contrabands reported to have landed as aforesaid.

It being impossible to locate any further evidence of the

landing of said contraband Chinese, as it appeared that if they had been taken aboard the automobile, they were, no doubt, taken away from San Pedro; therefore, I returned to my official station via Pacific Electric railway, at 10:10 A. M., of the 16th instant.

Transportation for the round trip was secured with tickets supplied by this office.

Please secure me appropriate authority covering the above detail.

(Signed) W. A. BRAZIE,

WAB Chinese Inspector.

R. A. Taylor

#9

Department of [redacted] Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5520/9

May 19, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

Referring to your file No. 5084/166, you are respectfully advised that the sentence of the defendant JOHN OOSTERHUIS, upon his plea of "guilty" to a charge of conspiring to violate the Chinese Exclusion Laws, (Plea entered some months ago.) was, on the 18th instant, continued for the term by Judge Wellborn in the United States District Court in this city; it being the intention to again use Oosterhuis as a witness against the defendants O'Banion and Kirby at their re-trial, and it appearing that sentence on this charge would disqualify him as a witness.

At the beginning of the new term of Court, (The 2nd Monday in July) sentence will again be continued until the date at that time set for the re-trial.

Exact copy as signed by Chas. T. Connell

Mailed 5/19/14 by E. B.
Inspector in charge.

OPM.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#10

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5502/142.

May 19, 1914.

Inspector in Charge,
Immigration Service,
Calexico, California.

You will please find enclosed herewith photograph of one Theodore Viesens, a Mexican, and former resident of El Paso, Texas, who has heretofore been implicated in the smuggling of Chinese and opium in that vicinity.

It has been learned that he served a sentence in Arizona for having opium in his possession. His record at El Paso is not an enviable one; in fact, he is a dangerous man, and one who has shot at immigration inspectors on several occasions. He was engaged in the smuggling of Chinese over the land border and is familiar with smuggling Chinese in box cars. He is a dangerous man in any district where there are Chinese susceptible to being smuggled into the United States, and the photograph transmitted you is for the purpose of keeping him well in mind, and should he be seen in your vicinity, it is directed that he be kept under strict surveillance in order that his movements may be watched, as he is a confirmed smuggler and will, no doubt, again reenter the smuggling business upon the first opportunity.

Recently, he was arrested in this district, at Calexico, California, with one Frank Edwards and Emelio Varela, charged

Taylor

with having in their possession fifty cans of opium, but upon analysis it was shown to be simply molasses flavored with port wine which gave it the aroma of opium, therefore, on the 15th instant, they were released from custody in this city.

Should this man appear in your vicinity, you should keep this office advised as to his movements, submitting ten copies of such report.

(Sgd) Chas. T. Connell,

Inc. 7948.
CTC/EJB. Inspector in Charge.

Official copy respectfully referred to the following officers for their information in the premises.

Inspector in Charge, San Diego, Cal.; Inspector, Campo, Cal.; Inspector, Tia Juana, Cal.; Inspector, Yuma, Arizona; Inspector, Santa Ana, Cal.; Inspector, San Bernardino, Cal.; Richard H. Tyler, Immigrant Inspector, Buffalo, N. Y., and to the Supervising Inspector at El Paso, Texas.

CHAS. T. CONNELL.
Exact copy as signed by
5/19/14 by EJB

CTC/EJB. Inspector in Charge.

Taylor

SECTION I—PAGE 8

IMITATION OPIUM FREES 3 SUSPECTS

Molasses and Port Wine Concoction Crumples Federal Case Against Prisoners

Because fifty opium cans, which were seized by Federal officers at Calexico several weeks ago, contained molasses with a dash of port wine to create an aroma resembling opium, it was necessary yesterday for the Government to dismiss its case against Frank Edwards, Emelia Varela and Teodoro Vlescas.

The men were charged with having opium in their possession. The seizure was made at the home of Edwards and the customs officials having suspected the trio for some time of dealing in opium at first believed they had uncovered a large cache.

Edwards and his companions, however, laughed at the officers and informed them the cans were filled with a concoction designed to cheat opium smoking Chinese.

This proved to be true when the Government's analytical chemist at San Francisco examined the cans. The contents of every can was analyzed, but no opium was found and when this was reported to Collector Elliott yesterday, he ordered the men discharged.

Taylor

Department of [redacted] Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5502/139

May 19, 1914.

Inspector in charge,
Immigration Service,
Los Angeles, California,

Referring to my report of the 6th instant, of like number herewith, reporting information connecting a Pullman Porter named M.E.Jackson with the smuggling of Chinese from Calexico, Cal. aboard the Pullmans in the disguise of women's clothes, I have to advise that Inspectors Brazie, Nardini and the writer met the Calexico train in which this Porter (a negro) arrived at 6:45 A.M. the 7th, 9th and 12th instant. We watched the Pullmans each date after they were switched to Alameda street until after the porters and car cleaners had left them. On the 9th I noticed that we were being watched by the negro that collects the soiled linen from the Pullman's, I also noted suspicious actions on the part of another colored man, aparently a porter himself, from which I judged these parties to be at least engaged in the smuggling of opium. On the 12th instant it was perfectly plain that we were being watched by several persons in the neighborhood of where these cars stand on Alameda street, including the colored man who made the suspicious moves on the 9th. No Chinese were at any time taken from these Pullman's and none arrived on the dates on which we met this train, but on the 12th instant I believe that these parties smuggled a quantity of opium as the

colored man that collects the soiled lines made a quick sneak away with a package of about the right proportions to contain about 20 cans of opium, he boarding the Pullman in which Jackson arrived about one hour after the arrival of the train, disappeared inside for just a minute, then came out with this package and hurriedly moved away along a side street and was out of sight before any one could get to that street. This occurred after Jackson had left the car from which it is believed that Jackson had concealed the package in some agreed place in the car.

As it was quite plain that we were being watched, one of the switchmen remarking to Inspector Brazie on the 12th as the switchman passed Brazie, "Better beat it pardner, they are next to you", and understanding that Inspector Musgrave at Calexico is now provided with Pullman keys and is watching this proposition from that end, I furnished Special Agent Johnson, of the Treasury Department, with the information we had gained through our observations and discontinued further watch for the time being.

Mr. Johnson informs me that he has had information for some time to the effect that this porter Jackson is in the opium smuggling business and that he, Johnson, has made several unsuccessful attempts to catch Jackson handling opium.

OFM.

Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Taylor

OFFICE OF INSPECTOR IN CHARGE,
SAN DIEGO, CALIFORNIA.
MAY 20, 1914.

No. 239/6.

#12

Inspector in Charge,
Immigration Service,
Los Angeles, Calif.

I beg to inform you that Inspector Moss, of Tia Juana, California, received information from a reliable source at about 7:30 p. m. on the evening of the 19th instant, that some six or eight Chinese and a quantity of opium were taken in a wagon from Tijuana, Mexico, to the San Antonio Ranch at Lower California, which place is some seven or eight miles south of the monument. From the time these people left Tijuana, it is believes that they would probably embark on a gasoline launch sometime after midnight or early this morning, the 20th instant. This would indicate, I believe that they were to be landed tonight.

The boat "Union", Captain Orosco, is I believe out of the harbor. She is reported to have been here yesterday and she may easily have been the boat that took this party of Chinese. I believe, however, that the same boat took this party of Chinese as has taken so many parties from this place within the last year. Wong Ming, alias Charley Wong, has, as you know, shipped most of his young Chinese in this manner for the last year, the Service never having been able to find out positively the boat that he used. The only description we have ever been able to obtain being "a low, black boat, very speedy". From her general description, this would suit the boat "Union", above mentioned, excepting the fact that the "Union" is not speedy, but comparatively slow.

We will try to keep close watch over the "Union". Andrea Basille is in town, having been working on the boat "Tiger" for the past week. He returned to San Diego early this morning. He reports that Orosco and the "Union" were here yesterday.

(Sgd) Harry H. Weddle,

HHW/RHA. Inspector in Charge.

****

5546/16. Los Angeles, Calif., May 21, 1914.

Copy respectfully referred to the following officers for their information in the premises.

Supervising Inspector, El Paso, Texas; Richard H. Taylor, Immigrant Inspector, Buffalo, N. Y.; Inspector Chadney, Monterey; Inspector Morse, Santa Barbara; and to Inspector Griffin at San Luis Obispo, California.

Exact copy as signed by CHAS. T. CONNELLY.

Mailed 5/21/14 by E R B

Inspector in Charge.

May 25

Paid at government rate.

Western Union

Inspector in Charge,

Los Angeles, Calif.,

May 20, 1914.

Morse, Immigrant Inspector,
Santa Barbara, California.

last night.

SanDiego advises party seven or eight Chinese with opium left point six miles south international line in small launch. Name of boat and destination unknown. Keep strict watch along coast, advising interested parties. For landing tonight or tomorrow night.

CONNELL

****

ATTEST: (Sgd) Chas. T. Connell.
INSPECTOR IN CHARGE.

1914

0768

Copy respectfully referred to Supervising Inspector, El Paso, Texas, and to Richard H. Taylor, Immigrant Inspector, Buffalo, N. Y.; Inspector Chadney, Monterey, Cal.; Inspector, San Luis Obispo, Cal.; and to Inspectors in charge at San Diego, and San Pedro, California, for their information in the premises.

Exact copy as signed by CHAS. T. CONNELL

Mailed 5/21/14 by EJB.

Inspector in Charge.

Taylor

SMUGGLERS LAND CHINESE, REPORT

Immigration Men Probe Seaman's Narrative of Landing by Mystery Boat

Immigration authorities commenced a vigorous investigation yesterday of the report made to Inspector Charles T. Connell by a fisherman that a mysterious sloop, bearing no lights sped swiftly into the Los Angeles harbor early Wednesday morning and, after reaching the Wilmington turning basin, landed thirteen contraband Chinese and sailed away.

The report was made to Mr. Connell yesterday by a seaman of the harbor who gave a vivid description of the arrival, landing and departure of the mysterious vessel. He was asleep, he said, aboard his craft, which lay in the turning basin, when he was awakened by the rolling of his boat as the swell from the nocturnal ship reached it.

He hurried above to the deck and caught a glimpse of the sloop as it traveled approximately at fifteen knots in the direction of the landing. Close to the landing he said the Chinamen were unloaded into a skiff and taken ashore. Then the person who manned the smaller craft returned to the sloop and lifting anchor it started swiftly away.

Aside from this information Mr. Connell learned nothing of the identity of the ship or its occupants. Persons in the vicinity of the spot where the Chinamen are supposed to have been landed could give no clew and the officials are basing their investigation solely upon the incomplete report.

Taylor.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5546/20

May 15, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

I beg to advise you that on the 13th instant, one A. L. Van Valin appeared at this office and desired to give certain information relative to an alleged landing of a party of contraband Chinese near the Pacific Electric drawbridge at San Pedro.

Mr. Van Valin stated that he was the owner of the sloop "Edna" anchored at the turning basin near the Pacific Electric drawbridge, and that about 3 a. m. on the morning of the 11th instant, he was awakened by a heavy wash from a boat, and saw thirteen Chinese landed near the drawbridge, and with two men, walked up the SouthernPacific tracks in the direction of Wilmington; that the boat immediately after landing the party, struck out under full speed down the channel towards the outer harbor. He advised that the boat was the swiftest one that he had ever seen in the channel; that it was fifty feet long and built on the same lines as the "Sampson II", to wit: torpedo bow with a square stern sloping from the propeller to the deck; painted dark green or dark gray or nearly black; deck-house well forward and about eighteen inches high; had a long open cockpit, and with an exhaust muffler, running silently.

Arrangements were immediately made to have Inspector

Kuykendall get in touch with Mr. Van Valin with a view of giving further information, and Mr. Van Valin agreed to meet Inspector Kuykendall on the sloop "Edna" that evening at six o'clock. Inspector Kuykendall was instructed by telephone to appear at the sloop, and after waiting two hours, Mr. Van Valin did not appear.

You will find attached hereto, clippings from a newspaper published this day in regard to the mysterious boat, and it is desired to state that it is evident that Mr. Van Valin, after leaving this office, talked with a newspaper man at San Pedro. This is verified by the fact that a reporter on the same paper called at this office yesterday and stated their correspondent at San Pedro had the information. The writer laughed at the report and made light of it, virtually denying any knowledge thereof. It is evident that Van Valin is seeking some notoriety, or called at this office for some ulterior purpose, as an investigation shows that there is no boat answering such a description in Southern California waters.

Inspector Kuykendall has been advised to make a rigid investigation of the character and occupation of Mr. Van Valin with a view of ascertaining whether he is reliable or not and, under any circumstances, to obtain all information possible from Mr. Van Valin that may be of interest to this Service, and to get a line on the launch in question and its operators. Should the report be true, there is a mysterious craft unknown

to the officers in this section, but it is trusted that we may be able to locate her, if she exists, that we may be in a position to keep track of her movements.

Exact copy as signed by CHAS. T. CORNELL.
Mailed 5/15/14 by EJB.

Inc. 39437.
CTC/EJB.

Inspector in Charge.

Copy respectfully referred to the following officers for their information in the premises; with request that officers in Sou. Cal., locate a laundry of the description above referred to, and report:

Richard H. Taylor, Immigrant Inspector, Buffalo, N.Y.,
Inspector in Charge, San Diego, Cal.;
Inspector in Charge, San Pedro, Cal.;
Inspector, Santa Barbara, Cal.,
Inspector, San Luis Obispo, Cal.,
Inspector Chadney, Monterey, Cal.

(Signed) Chas. T. Cornell

Inspector in Charge.

J. T. Taylor

Department of [redacted] Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5546/20

May 22, 1914.

Inspector in charge,
Immigration Service,
Los Angeles, California,

Pursuant to your instructions I proceeded on the 20th instant to Alamitos Bay and Bay City, Cal. locating T.G.("Gib") McGarvin, former smuggler,(convicted),at the latter place where he is constructing a bulk head for a town site improvement proposition, and secured from him a statement relative to proposition made to him by Maurice Pettinger last October to smuggle Chinese with the launch "Calypso", after which, in response to your telephonic instructions received while at Bay City, I proceeded to San Pedro on the information that seven Chinese and a quantity of opium had been taken aboard a launch near Tia Juana, Mexico, the night of the 19th instant and might be expected to land in the vicinity of San Pedro or Long Beach the night of the 20th. There being no suitable boat available at the time for patrol duty for that night I secured the co-operation of the Commanding Officer of the U.S.Naval ship "Cheyenne", who furnished us two speedy launches, with crews, one of which with Inspector Gatley and Deputy Collector of Customs L.C.Pardee, kept watch near the entrance to Long Beach harbor, while the other with Customs Inspector Hensley and the writer aboard kept watch in the outer harbor San Pedro, and off Long Beach, for boats entering any part of the San Pedro harbor. We boarded all incoming launches

arriving between 7:30 P.M. the 20th instant and 3:30 A.M. the 21st instant, eleven in number, and all fishing boat class, searching each of them, but found nothing except violations of the Navigation Laws by five of the number in not having proper lights displayed. Among the number searched were two that are under suspicion as smugglers, viz.; "Oh You Kid" and "Santa Ana".

Inspector Brazie of this Service and Customs Inspector Walters kept watch near the South Coast Yacht club, South San Pedro, and Inspectors Nardini and McMahan at the entrance to Alamitos Bay.

On the morning of the 21st instant Inspector Kuykendall and the writer walked from San Pedro to Long Beach (7 miles) inspecting the sandy beach shore line the entire distance for signs of landing the previous night and found that nothing had landed along that shore. At Long Beach I investigated recent actions of the smuggling launch "Panama" and endeavored to learn something more definite of the launch "Chautauqua", which appears to be a "phantom" boat in the smuggling business, as so far no one has been found who knows much about the boat, who owns it, where it stays, or where it came from.

It is to be regretted that we did not catch some one with a bunch of Chinese or opium through the use of the naval launches, as these boats are speedy and just the thing for overhauling and boarding the fishing boats. If a capture had resulted future co-operation by the Navy at San Pedro would have been thereby encouraged, I believe.

OFM.

Immigrant Inspector.

Taylor

Department of [redacted] and Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5502/73

May 22, 1914.

Inspector in charge,
Immigration Service,
Los Angeles, California,

Referring to past information amounting to a certainty of the launch "Panama" being engaged in smuggling Chinese I have to advise that on the 21st instant while endeavoring to locate the launch "Chautauqua" I found from examination of the record kept at the Long Beach drawbridge over the entrance to Long Beach harbor that the "Panama" had left Long Beach at 4:46 A.M. April 27, 1914, and next returned at 6:50 P.M. May 3, 1914, a period of seven days and six nights absence, Long Beach being her home port. Other absences of a suspicious nature occurred as follows:

Out at 1:22 A.M. 5/4/14; In at 4:50 A.M. 5/4/14, absent 3-1/2 hours during early hours of the morning under cover of darkness.

Out at 9:15 P.M. 5/5/14; In at 3:15 A.M. 5/6/14, absent 6 hours covering the middle portion of the night.

Out 7:38 A.M. 5/11/14; In at 6:27 P.M. 5/16/14, absent five days and four nights.

The short absences in the night tally with information of several months ago to the effect that this boat meets another boat outside near Long Beach, transfers contraband Chinese and lands them nearby without being absent long enough to excite suspicion. The longer absences above mentioned might have been to Mexico for contraband.

OFM.

O. F. Mee
Immigrant Inspector.

Taylor - 01

Department of ~~Commerce and~~ Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5502/143

May 22, 1914.

Inspector in charge,
Immigration Service,
Los Angeles, California,

While interviewing T.G.("Gib") McGarvin at Bay City the 20th instant McGarvin asked me if I knew the business of the launch "Chautauqua" and informed me that this launch, with two men running her, both of whom were strangers to him, had been doing considerable running around close in shore in the vicinity of Anaheim Landing and Alamitos Bay lately, apparently experimenting with the shallow entrances at Anaheim Landing and Alamitos Bay to find if their boat could safely enter those places; that this boat did safely enter Anaheim Landing back into the dead water of the Bayou, and had also entered Alamitos Bay, the entrance to which is shallow and difficult to take even a small boat through. Both of these channels are practical for small boats provided one has experience in navigating them and the actions of this boat would indicate that it may be expected to land contraband at those places, inasmuch as it's description tallies closely with that of the boat which AL. Van Valen, (Your letter of the 15th instant, No. 5546/20) reports seeing land a party of 13 Chinese the 11th instant at San Pedro.

OFM.

Immigrant Inspector.

Continued

from

53788

1-C

heretofore

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

No. 53788

SUBJECT:

1-E

14—949

2

CONTINUED UNDER

53788-1-7

HEREAFTER

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
JACKSONVILLE, FLA.

June 6, 1914.

No. 16-C/52.

RECEIVED
BUREAU OF IMMIGRATION
JUN 8- 1914

Commissioner-General of Immigration,
Department of Labor,
Washington, D. C.

I have the honor to acknowledge the receipt of Bureau letter , dated June 4, 1914 , No. 53788/1 ; subject,- transmitting certain papers received from Inspector Richard H. Taylor for the information and guidance of Inspector Vincent in connection with his detail aboard the "Corinthia"; and same will receive proper attention.

Gideon B. Trani
Acting Inspector in Charge.

JWH

DEPARTMENT OF LABOR

TELEGRAM

7WU Y 19 Paid G R

Ma....Buffalo, N. Y., June 6, 1914

Caminetti,
Immigration,
Washington, D. C.

District attorney advises Rochester Court proceeding deferred until fifteenth only grand jury proceedings Monday.

Taylor.

1236pm-

Parker
In the event that
I am absent from
Washington it is my
desire to meet the wishes of
the U.S. Dist Atty - here
I would like the
Acting Comm'l and yourself
to be in Court - G

IN ANSWERING REFER TO
No. 1506/5.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

RECEIVED
BUREAU OF IMMIGRATION
JUN 6 - 1914

June 5, 1914.

U. S. Commissioner of Immigration,
Montreal, Canada.
Boston, Mass.
New York, N. Y.
Gloucester City, N. J.
Baltimore, Md.

and

Inspector in Charge,
Immigration Service,
Quebec, Que.
Halifax, N. S.
Chicago, Ill.
St. Louis, Mo.
Pittsburgh, Pa.

Owing to exigencies which require the absence of Inspector Thomas Thomas from the Cincinnati substation, it is deemed desirable to request that you communicate with the Cleveland office concerning matters which require investigation at or in the vicinity of Cincinnati.

(Signed) J. A. Fluckey.

L

Inspector in Charge.

OFFICIAL COPY to the Commissioner-General of Immigration, Washington, D. C., inviting attention to Bureau letter of May 25th, No. 53788/1.

J. A. Fluckey
Inspector in Charge.

Zib
9M

53788/1 June 6, 1914.

Commissioner of Immigration,
Seattle, Wash.

Assign until further instructions Inspector Turner for investigation with regard Barber-Stone matter and Interpreter Tape for time required on Malley matter as suggested by Inspector Taylor.

CAMINETTI

Attest:
EXACT COPY AS SIGNED BY A. CAMINETTI
(sg) Caminetti
MAILED 6/6 BY
Commissioner-General

AHP-C

425

OFFICIAL COPY respectfully referred to Immigrant Inspector Richard H. Taylor, C/o Castle Inn, Buffalo, N.Y., for his information.

EXACT COPY AS SIGNED BY A. CAMINETTI
MAILED 6/6 BY
Commissioner-General

A.H.P.

MSC

OFFICIAL BUSINESS

TELEGRAM

GOVERNMENT RATES

U. S. DEPARTMENT OF LABOR (Govt. Night Rate)
BUREAU OF IMMIGRATION
WASHINGTON

53778/1 June 5, 1914.

Commissioner of Immigration,
Seattle, Washington.

Your letter twenty-ninth ultimo number four two naught eight line three seven Inspector Taylor is Bureau's direct representative in supervising general concerted plan for apprehension smugglers. Other officers in charge are cooperating cheerfully, completely and effectively and carrying out Taylor's instructions promptly and fully with beneficial results. Reports received from you through Taylor indicate your attitude different from that of others and results unsatisfactory. Adopt Taylor's suggestions immediately.

CAMINETTI

- - - - - - - - - - - - - - - -

Attest:

AWP-C Commissioner-General

CHARGE DEPARTMENT OF LABOR APPROPRIATION FOR "EXPENSES OF REGULATING IMMIGRATION" 14—467

attention, rather plainly, to this situation in a letter I wrote him on May 19th (at green marker); but a letter received from him in response (also indicated at green marker) shows that he is still disposed to raise objections and thinks that his judgment regarding methods and officers to be used should prevail in preference to that of the officer the Department has placed in charge of the special work. The reports from the Seattle office just submitted by Inspector Taylor show that the men being used by Commissioner White are not succeeding; in fact, they seem to be working in such a haphazard, if not foolish, way as to preclude success.

AWP-C Commissioner-General

WASHINGTON

IN ANSWERING REFER TO
No.

June 5, 1914.

Mr. SECRETARY:

It seems to be necessary to send this telegram to Commissioner White. Before signing it, however, I wish to call your attention to its subject matter. Mr. Taylor, under the plan of concentrated action which we adopted, and with the cooperation of the various officers in charge, has accomplished more toward breaking up smuggling operations in the past month than has been accomplished for a very long period previously. For instance, as many as fourteen notorious smugglers have been caught in the vicinity of Buffalo where Mr. Taylor is now personally conducting the work.

Apparently Commissioner White is not pleased with the new plan and is indisposed therefore to give the hearty and thorough cooperation necessary to success. I had to call his attention, rather plainly, to this situation in a letter I wrote him on May 19th (at green marker); but a letter received from him in response (also indicated at green marker) shows that he is still disposed to raise objections and thinks that his judgment regarding methods and officers to be used should prevail in preference to that of the officer the Department has placed in charge of the special work. The reports from the Seattle office just submitted by Inspector Taylor show that the men being used by Commissioner White are not succeeding; in fact, they seem to be working in such a haphazard, if not foolish, way as to preclude success.

AWP-C

Commissioner-General

(1)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF _____

No, 309-S. PORT OF Buffalo, N.Y. June 3, 1914.

Commissioner General of Immigration,
Washington, D.C.

There is submitted herewith, for filing, with appropriate comment, the following reports and other correspondence concerning Chinese smuggling operations in the Seattle District:

1. Daily reports (pp. 1-44) submitted by Inspector Fisher, Watchman Patterson and Inspector Hunter.

As far as Chinese smuggling operations are concerned the information contained in these reports is of little or no value. Suspects Bayne and Lortie were supposed to be kept under surveillance. This was done, as shown by reports of Inspector Fisher and Watchman Patterson, by visiting saloons and pool rooms frequented by these suspects; when seen they were watched until they left for home; if not seen their whereabouts were unknown. Suspect Bayne's boat (name never mentioned) is apparently tied to the hulk "Victorian". The watchman on the "Victorian" knew Bayne's boat was under surveillance and may have so advised Bayne, as the latter is reported as saying that the officers were watching his boat but he had put one over on them by using another boat. Regarding the latter, reports contain information that Bayne was not seen for several days prior to May 7th; that about the 8th Bayne while drinking made the statement about putting one over on the officers by taking another launch; that he had made a profitable trip (Report of Inspector Fisher May 22, 1914, #2, herewith). Again on May 24th Inspector Fisher received information that Bayne was expected to leave that night (par.1,p.38).

A boat was subsequently secured and Inspector Fisher went to the vicinity of Matai Island, Bayne's supposed base of operations, about 15 miles northwest of Bellingham. Bayne returned the night of May 27th, according to letter from Commissioner White dated May 28th (#2). What he did during his absence is apparently unknown to the officers who were supposed to have him under surveillance.

2. Copy of telegram sent to Commissioner White May 24th advising that Bayne was "wise to surveillance" and suggesting that they drop him for the present and employ other methods of keeping his boat under surveillance and requesting to be informed whether instructions were being carried out regarding suspects Barker and Stone at Olympia. Telegram from Commissioner White dated May 25th advising that Inspector Hunter was looking after the Barker-Stone matter assisted by a watchman; that there was no change in the situation. Letter from Commissioner White No. 4208 dated May 28, 1914, replying to my letter of May 16th (forwarded with confidential report May 16, 1914) regarding the keeping of Bayne's boat under surveillance, and my telegram of the 24th suggesting that the attempt to shadow Bayne be dropped and advising that prior to the receipt of said telegram information had been received from another source that Bayne had left the city, presumbably on a smuggling expedition; that a launch had been procured and Inspector Fisher and Watchman Patterson patrolled the entrance to the harbor, assisted by both a launch and a Revenue Cutter for two nights; that Inspector Fisher proceeded northward on the 27th and was expected to arrive near Matia Island about midnight; that word had been received that Bayne returned to the city the night of the 27th; that Inspector Fisher was so notified. Letter from Commissioner White, No. 4208, dated May 24, 1914, inclosing report from Inspector Fisher dated May 22, 1914, regarding Bayne and Lortie and advising that Watchman Patterson had located a boat named "Klatawa" which was suspected of being the one owned by Lortie and that the "Klatawa" would be kept under surveillance. Inspector Fisher reports that on May 19, 1914 Edward Hughes, former Customs Inspector and brother of Custom Inspector Hughes stationed at Blaine, Washington, told him that he had information from a friend named Taylor that Bayne and Lortie were smuggling Chinese; that Taylor knew Bayne well; that Bayne's wife stopped at Taylor's house temporarily when she had trouble with her husband and told the Taylors that Bayne and Lortie had been smuggling Chinese and opium into the United States; that an old man living on an Island near Orcas Island was in with them; that

Bayne made his place a "laying up place" when bringing in contrabands; that both Bayne and Lortie had a launch but that Lortie had not used his launch lately. Hughes further stated that Taylor had a conversation with Bayne when the latter was pretty drunk; that Bayne bragged about putting one over on the government officials saying that "the old man" had tipped it off to him that said officials were watching his launch; that he put one over on the officers by using another boat; Hughes further stated that the launch Bayne used was the "Klatawa"; that Bayne was flushed with money and contemplated buying a Buick automobile; that he, Hughes, believed with the assistance of Taylor he would know when Bayne intended making his next trip at least a day before his departure. Hughes has been working as an extra man in the Railway Mail Service; is out of work at the present time and desires to be considered the informer in the Bayne case. Three launches named "Klatawa" have been located but their ownership not definitely established.

3. Copy of telegram dated May 28th to Commissioner White advising that information had been received to the effect that Chinese were on the S.S. "Umatillo" and suggesting that these boats be searched at the first American port after leaving Canada. Copy of telegram from Commissioner White dated May 25, 1914, advising that one man watched the "Umatillo" on last trip; that two men watched her on previous trip; that she sails from Vancouver and stops at Bellingham, Anacortes, Everett and Seattle; that it is impossible to ascertain in advance the first port at which she will stop except through her clearance at Vancouver; that it is impracticable to search her at other ports than Seattle and suggests employment of special watchman at Vancouver to watch her at each port. Copy of telegram dated May 30 to Inspector in Charge at Vancouver instructing that the Seattle office be advised by wire when Pacific coast steamers leave Vancouver giving their first port of call in the United States. Copy of telegram dated May 30th to Commissioner White advising of instructions to Vancouver regarding the Pacific coast boats and suggesting that officers at ports where these vessels call keep them under secret surveillance, in order to ascertain whether any Chinese are smuggled in on these boats. Copy of letter to Commissioner White dated May 30, 1914, with further reference to keeping the Pacific coast boats under surveillance for contraband Chinese.

The boats of the Pacific Steamship Company after leaving Vancouver touch at different ports along Puget Sound en route to Seattle and it has been rumored that Chinese are brought in on these boats. As this is an ideal way to bring Chinese in, these boats should be carefully watched while in Puget

Sound ports. As an example of how they are watched by the Seattle officers, upon a recent trip the "Umatillo" stopped at Bellingham and then proceeded to Seattle where she was kept under surveillance as hereinbefore stated, notwithstanding the opportunity to land Chinese at Bellingham before she reached Seattle.

4. Letter from Inspector in Charge at Vancouver, No. 2430, dated May 23, 1914, inclosing copy of report and evidence submitted to the Commissioner of Immigration, Montreal, regarding the arrest of HONG GIT and WONG BOW, two Chinese found in the tool box of a Great Northern engine at Blaine, Washington, in charge of Peter McGregor and fireman George Nelson, May 15, 1914, by Inspector Strench and Watchman Davidson. Copy of report from Commissioner White to the Bureau, dated May 23, 1914, advising that Nelson and McGregor had been indicted on that date and inclosed copy of report of Inspector Fisher dated May 23, 1914, regarding the same(copy of this report was not sent to me), and stated that Nelson and McGregor were held under $2000 bail each. Copy of letter addressed to the Inspector in Charge at Vancouver, No. 309-S, dated May 30, 1914, regarding the arrest of Engineer Peter J. McGregor and Fireman George Nelson and suggesting that such matters be reported to me directly in accordance with instructions contained in Bureau letter No. 53620/309, dated April 3, 1914. Letter from Commissioner White, No. 4208, dated May 27, 1914, inclosing letter from Inspector Fisher dated May 18, 1914, regarding the arrest of McGregor and Nelson.

In connection with the latter, while in Seattle last winter I learned that a Great Northern fireman who was formerly suspected of smuggling opium and Chinese was arranging to return to work; and that a Great Northern detective intended arranging to get a room at his house. This information was given to Interpreter Tape and myself by Special Treasury Agent Hamar. At the same time I learned that Michael J. Malloy, an all around crook whom I had previously investigated in the East, was suspected of being engaged in Chinese smuggling operations. On April 9, 1914, after being assigned to this particular work, I wrote Commissioner White and requested that Interpreter Tape

be instructed to make further investigation regarding Malloy and the fireman and arrange to keep them under surveillance. Commissioner White subsequently reported that instead of sending Interpreter Tape he had personally called upon the Special Agents but did not give the information requested, nor have I ever received any information concerning Malloy. Subsequently Inspector Fisher and Watchman Patterson, according to their reports, took up fireman Nelson in connection with an engineer named "Billy" Low and ascertained that Low and Nelson were running Great Northern engine No. 1061 pulling train No. 359 between Seattle and Vancouver and were suspected of operating with a man named Johnson, (as detailed in paragraph 2 of my confidential report of the 16th ult.). On May 12th Watchman Patterson reports (par.1, p.13 herewith):

> " * * * Arrived at Meadow Point at 2:25 P.M. Watched train #359, engine #1061 as it passed by having Engineer Low and Fireman Nelson in engine, they being suspected of smuggling Chinese and opium into the United States from Vancouver, B.C. No results."

For May 7, 1914, (par. 1,page 4 herewith) Inspector Fisher reports:

> " 6 P.M. left for Ballard, watched Great Northern train on which Low and Nelson are engineer and fireman pass through then went to roundhouse at Interbay and watched for them to return there with their engine, watching until they left the roundhouse after leaving their engine there, about 8:30 P.M."

In his daily report for May 12, 1914, (par. 1, page 14 herewith) Inspector Fisher states:

> " 2P.M. left for Interbay to watch roundhouse for Billy Low and Bat Nelson locomotive engineer and fireman suspected smugglers of Chinese. These parties arrived there with their engine, #1061 about 3:30 P.M. after pulling their train into the city, watched their movements until they left the roundhouse about 4:30 P.M. without results".

On May 16, 1914 (par. 1,page 27, herewith) Inspector Fisher reports:

> " 2 P.M. left for Interbay to watch for Billy Low locomotive engineer pulling Great Northern train No. 359 from Vancouver. Watched Low on engine No. 1061 return to roundhouse at Interbay after leaving his train in station at Seattle, returned to city at 4:30 P.M."

According to the special report submitted by Inspector Fisher under date of May 18, 1914, the above quotations from the daily reports of both Fisher and Patterson cannot be correct, inasmuch as Engineer Low and Fireman Nelson were not working together at the times stated in said reports, nor was Nelson working train No. 359 as stated by these officers. According to Inspector Fisher's special report the roundhouse records show that Engineer McGregor and Fireman Nelson have been running the same engine, on which the Chinese were found, for at least a month. This is in direct contradiction of Inspector Fisher's reports above quoted, especially that for May 12th, (par. 1, page 14 herewith) in which that officer states that at 2 P.M. he was at Interbay watching for Billy Low and Bat Nelson, locomotive engineer and fireman, suspected of smuggling Chinese; that "<u>these parties arrived with their engine #1061 about 3:30 P.M. after pulling their train into the city, watched their movements until they left the roundhouse about 4:30 P.M. without results</u>." This was three days before Nelson was arrested and at a time when Inspector Fisher <u>now</u> states he was not working with Engineer Low, and clearly indicates, to my mind, that Nelson was never under surveillance at any time by either Inspector Fisher or Watchman Patterson and that the information reported as having been gained from personal observation was based solely on statements made to them by others, which act is practically admitted by Inspector Fisher

in his special report of May 18, 1914 (#4 herewith). The ineffective manner in which these suspects were being kept under surveillance is further emphasized by the fact that two days after Nelson was arrested Inspector Fisher, accompanied by Inspector Strench from Blaine, went to the Diller Hotel in Seattle in search of Nelson's effects and learned that Nelson had moved to some place unknown; that they then went to the Davenport Hotel where Nelson was reported to have lived and learned that he had moved from that place but had left some of his effects there, which were searched by these officers and a letter found addressed to Chin Shuck, Vancouver, signed by Ng Chung Shang, (copy of which is submitted herewith (#4)) advising that the bearer a white friend might bring some men over. They later visited the lodging house at 710 Olive Street, where the landlady admitted Nelson had been lately living and further that another roomer, Mrs. Nora Waldon, had received a letter from Nelson after his arrest; that his effects had been turned over to the Waldon woman and the incriminating evidence, if any, destroyed.

Although Nelson was suspected of smuggling and supposed to be under surveillance by Inspector Fisher and Watchman Patterson, it appears he moved three times recently without their knowledge.

5. Copy of letter addressed to Commissioner White, No. 309-S, dated May 30, 1914, calling attention to the ineffective manner in which Inspector Fisher and Watchman Patterson were attempting to cover Bayne and suggesting that suspect Lortie's boat be located and confidential arrangements made to keep it and Bayne's boat under secret surveillance, with the request that I be advised when either left Seattle and that when either boat leaves they arrange to follow it, keeping at a sufficient distance so as not to permit them to discover their movements. Adverting to my letter of April 9, 1914, again requesting that all information regarding suspect Steve Barker and Frank Stone be turned over to Inspector Turner and that officer detailed to work exclusively on these two men until it is definitely determined just what they are doing; also request that Interpreter Tape

be instructed to secure the information previously requested regarding Malley. Advising that no report had been received regarding the arrest in the Nelson-McGregor case and requesting that I be furnished with full particulars by wire concerning the the arrest of anyone implicated in Chinese smuggling operations in order to enable me to immediately communicate with other officers who may be working on the same matter, and calling attention to the failure of the officers engaged on Chinese work to submit reports each day. Letter from Commissioner White, dated May 29, 1914, replying to the foregoing to which attention is respectfully invited; no reply will be made to this letter as it is simply a resume of excuses and objections which can only be disposed of by a reiteration of former instructions from the Bureau, to which Commissioner White appears also to take exception.

Regarding the Barker-Stone matter at Olympia the only information I have is that contained in the report of Inspector Hunter submitted with and referred to in Paragraph 6 of my confidential report of May 13, 1914, which, as stated therein, does not determine the question whether these men are now smuggling Chinese into the United States. The Chief of Police at Olympia may be a friend of Commissioner White; at the same time the police officer who is supposed to be watching Barker and Stone may be equally as friendly towards the latter.

By reference to the foregoing and the reports upon which the several paragraphs are based, it will be seen that the officers engaged on Chinese work have, in each instance, totally failed to accomplish any results; it appears from their own reports that smuggler Bayne has made two successful trips during the time when he was supposed to be under constant surveillance; that they did not know what train or engine Fireman Nelson was working on; did not know what engineer he was working with; in fact had no tangible information

whatever and knew nothing of what he was doing until he was arrested by the Blaine officers with two Chinese concealed in the tool box of his engine, although he was supposed to be under surveillance by the Seattle office. The reports further show the officers have no idea of what Barker and Stone are doing and that these two suspects could be smuggling Chinese at will so far as these officers are concerned.

If Commissioner White is giving these matters his personal attention, he certainly ought, by this time, realize that the work is not being properly handled, and that the reports, daily and otherwise, cannot be relied upon in connection therewith. Although their daily reports are less than one page, it appears they spend hours at the office almost daily "writing reports"; at the same time I have been unable to have these reports sent to me each day but, instead, they come in bunches; Commissioner White intimates they haven't time to submit them promptly.

The foregoing is submitted to show that Chinese are being smuggled into the Seattle District and that the officers assigned to the work are unable to do it properly and that it will be impossible to improve the situation unless Commissioner White can be made to see the ineffectiveness of present methods and agrees to proper changes, or if this cannot be done, the only alternative would be to place a competent officer to handle the smuggling situation under my personal direction, affording him such assistance as conditions warrant.

Referring to copy of letter from Commissioner White No. 4208/37, dated May 29, 1914, transmitted with Bureau letter No. 53788/1 dated June 3, 1914, it appears that most of the matters discussed therein have been disposed of

heretofore in this report.

With further reference to suspects Barker and Stone at Olympia, on March 6, 1914, Inspector Hunter reported these suspects had a boat near their house, which was built over the water; that on February 28, 1914, the boat came underthe house and men and baggage were taken out; nothing more was heard until April 28, 1914, when Inspector Hunter reported a visit to Olympia on the 21st and 22nd instants (April), at which time he found their boat gone from its usual place alongside the house; that all inquiries proved fruitless; that the Chief of Police was watching these suspects but on account of his limited force it was impossible for him to do much watching, etc.; such report having been submitted and referred to in Paragraph 6 of my confidential report of May 16, 1914, as stated above. Since that time nothing further has been heard from these suspects, except in his daily report for May 26, Inspector Hunter states he made an investigation regarding Barker and Stone who are believed to be engaged in smuggling Chinese into the United States and would submit a separate report relative thereto, which report has never been received. Commissioner White, in his letter to the Bureau, states that their boat is not completed and therefore they cannot do any smuggling. Yet, as above stated, they had a boat on February 28, 1914, which may be actively engaged in smuggling as it has never been kept under surveillance and was gone from its place alongside the house at the time of Inspector Hunter's visit April 21-22, last. The boat Commissioner White refers to seems to be the one under construction by George and Oscar Craig, associates of Barker and Stone. On April 28, 1914, Commissioner White advises that Inspector Fisher had just learned of a girl who associates with Barker's girl in Olympia from whom he

expected to get information regarding the movements of Barker. The Commissioner was immediately requested to have Inspector Fisher run out this information but up to the present time nothing has been heard from said request. In order to intelligently dispose of this case, and for the reason that Inspector Hunter failed to give it proper attention and his reports were unsatisfactory, Commissioner White was repeatedly requested to assign Inspector Turner to make a full and complete investigation in order to determine just what these suspects were doing. Inspector Turner was suggested in view of his having made a successul and intelligent investigation for me in connection with suspect Michael Malloy, alias Captain Gray, in Tacoma last November, and I know of no reason why Turner should not have been immediately detailed for this work, other than that it was rumored last autumn that he was an applicant for Assistant Commissioner Sergeant's position, which may have resulted in adverse criticism on the part of the latter. This assignment would in no way reflect upon Inspector Hunter, as the latter has not been regularly employed on this work but only handled it incidently with his other duties in Tacoma, which is 50 miles from Olympia.

Regarding suspect Michael J. Malloy, as before stated while in Seattle last fall Special Treasury Agent Hamar told Interpreter Tape and myself of rumors to the effect that Malloy was in the Chinese smuggling business and that a detective named Phillips, whom Tape knew, could give information concerning him. For this reason Commissioner White was requested to instruct Interpreter Tape to locate Malloy and make a full investigation concerning him. Instead, Commissioner White called upon Special Treasury Agents, had a talk concerning Malloy, gained no information whatever and reported that said Agents would

keep him advised in the future concerning this suspect. Nothing further has been heard from the matter. Concerning Interpreter Tape, this officer has worked in this and other branches of the government service for a number of years and has always been considered a first class investigator by those under whom he so worked, including myself, which facts are well known to the Bureau. The fact, as stated in Commissioner White's letter, that attorneys in Chinese cases object to his acting as Interpreter only tends to show that he serves the interest of the government rather than that of their clients. The only complaints ever made against Interpreter Tape were made by disgruntled attorneys in attempts to discredit him before the Bureau.

In my opinion the question of preventing the smuggling of Contraband Chinese into the United States from Canada is too grave to be bartered against personal animosity towards officers peculiarly qualified to successfully handle the work and those who have proven their inability to do so; and I again respectfully request that Commissioner White be directed by wire to detail Inspector Turner and Interpreter Tape for work in connection with the Barker-Stone and Malloy matters, respectively. This will not necessitate the assignment of additional officers to the Seattle District as the Bayne matter can easily be handled in Seattle by one officer, if my suggestions are properly carried out.

Richard T. Dwyer.
Immigrant Inspector.

RHT-IT.
Inclo.

#1

U.S. IMMIGRATION SERVICE
RECEIVED MAY 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

May 5 , 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9 A M.

(9:00am went to the Centenial Mill Dock and found Baynes launch the same as yesterday. Back to office at 11:30am. 1:30 with Inspector Fisher for a half hour and then went around to the places that Bayne hangs out at.
Went to Centenial Mill Dock at 3:30pm . Bayne's launch the same. The watchman on the hulk "Victorian" lying at that dock, called up Bayne's house on the telephone. He talked to Bayne's daughter and asked for Bayne. Was told that Bayne and his wife were out of the city. The watchman then said that he thought the Victorian had been sold and would be mooved from that dock, that as Bayne had his launch moored from the dock to the bow of the Victorian, he had better come down and change his lines and moove the launch. Baynes daughter told the watchman that she would try and send some one down to look after it. About 7:00pm Louis Lortie came to the dock and talked to the watchman who told Lortie about mooving the boat. Lortie said that Bayne's daughter had sent him down but that as Bayne would be back in town to-morrow night he would let him attend to his launch himself. Watchman said that would be all right and Lortie went home.

Off duty 8 P M.

Geo H Patterson
Immigrant ~~Inspector~~ Watchman

U. S. IMMIGRATION SERVICE
RECEIVED MAY 1914

DEPARTMENT OF LABOR
Immigration Service.

SEATTLE, WASH.

Seattle, Wash.,

May 5, 191.4

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9 A M.

At Post office and Broadway substation Re case of Fred Bayne & Louis Lortie. to 10.30am.
10.30am to 12.m at office writing reports and attending to matters there. 12m to 1pm at dinner. 1 to 2pm at office.
2 to 5pm attending Federal Grand Jury under summonds as a witness on case of Frank Pavone alias Falcone. 5 to 6.30 at supper.
6.30 to 10.30pm investigating case of one Low and one Nelson locomotive engineer and fireman on run between Seattle & Vancouver B.C., and who are suspected of smuggling chinese into the United States. (Result of investigation to be made subject of seperate report by letter)

Off duty 10.30P M.

Thos. M. Linder
Immigrant Inspector

2

DEPARTMENT OF LABOR
Immigration Service

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 9 1914
SEATTLE, WASH.

Seattle, Wash., May 6, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9 AM.

Went to Centenial Dock at 9:00am. No change in the Bayne lanch
Came back at 11:30am. At 2:00pm went to Centenial Mill Dock
again and finding no change went home to dinner at 6:00pm
In touch with Inspector Fisher during the day on the phone
and in person. At 7:00pm Inspector Fisher telephoned me
to meet him at 8:00pm and go with him to watch the S/S. Umatilla
from Vancouver, B.C. and at the Pacific Coast coal dock.
Off duty 5:30 am (May 7)

Stopped at Bellingham where chinese could have gotten off

Off duty 5:30 AM.

Geo. H. Patterson
Immigrant ~~Inspector~~ Watchman

3

DEPARTMENT OF LABOR
Immigration Service

U. S. IMMIGRATION SERVICE
RECEIVED MAY 9 1914
SEATTLE, WASH.

Seattle, Wash., May 7, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 1 P M.

Post office and Broddway substation Re case of Fred Bayne and Louis Lortie. 2 to 5pm at office. 5 to 6pm at dinner. 6pm left for ~~[illegible]~~Ballard, watched ~~train~~ Great Northern train on which Low and Nelson are engineer and fireman pass through then went to roundhouse at Interbay and watched for them to return there with their engine, watching until they left the roundhouse after leaving their engine there, about 8.30pm.") Returned to city and looked around places where Bayne and Lortie usually hold out, but did not see either of them.

Off duty 11 P M.

Thos. M. Tibbe
Immigrant Inspector

4

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 13 1914
SEATTLE,
DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

May 8, , 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9 A M.

At Centenial Mill dock at 9:30am and finding no change in the Bayne launch went to lunch at 12:00M. Phoned to Inspector Fisher at 1:30pm and went to office as he requested. Left office at 2:15pm for the Centenial Mill dock, arriving there at about 2:30pm No change,,or di d Bayne show up. At 5:30 went to Dinner.

7:00pm went to the Rainier bar and the Moose club, but did not see Bayne.at either of these places or on the street up to 8:30pm.

Off duty 8:30 P M.

Geo. A. Patterson

Immigrant [redacted] Watchman.

5

U. S. IMMIGRATION SERVICE
RECEIVED MAY 10 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,
May 8, 1914...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

Post office and Broadway substation Re case of Fred Bayne and Louis Lortie, to 11am.
11am to 1pm at office attending to matters there, writing reports etc.
1 to 1.30pm at lunch.
1.30 to 4pm looking for Bayne and Lortie around places usually frequented by them, found Lortie in Rainier-Grand bar about 3.30, was there when I left at 4pm.
4 to 4.30pm at office.
4.30 to 7pm investigating case of Billie Low and "Bat" Nelson, suspected smugglers of chinese. Result to be made subject of seperate report by letter.

Off duty 7 P M.

Thos. M. Fisher
Immigrant Inspector

6

4210

DEPARTMENT OF LABOR
Immigration Service

U. S. IMMIGRATION SERVICE
RECEIVED MAY 12 1914
SEATTLE, WASH.

Seattle, Wash.,
May 9, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

At Post Office and Broadway substation Re case of Fred Bayne and Louis Lortie, 10am to 11.30am.
At office writing reports etc., 11.30am to 1pm.
1 to 1.30pm at lunch.
1.30pm went to Interbay and interviewed Mr.Durant, a locomotive engineer who runs engine No.212 for the Great Northern Ry., between Seattle and Skykomish Re Billie Low and "Bat" Nelson suspected smugglers of chinese, substance of interview to be made subject of seperate report by letter., went to G.N.Roundhouse at Interbay and struck up an acquaintance with Charles Durant, son of party mentioned above, who is the Roundhouse superintendent, paving the way to later on get information Re Low and Nelson. 6.15pm went to Ballard and watched G.N.Train from Vancouver due at Seattle at 7pm, go by, then went to Interbay and watched for Low and Nelson to return with their engine, these parties failed to appear and I learned that they did not pull that train this day, that some change had been made in their running time. Did not dare make many inquiries there for fear of arousing suspicions and showing hand. 7.30pm left Interbay and returned to City arriving about 8pm,
8 to 9pm at dinner.
9pm. to 12.30am looking around places usually frequented by Bayne and Lortie for these parties. Located Lortie at Grants cafe about 11pm. shadowed him to White House Pool room about 11.30, left there about 12midnight and shadowed him until sure he was going home.

Off duty 12.30 A M.
(May 10th)

Chas. McKenzie
Immigrant Inspector

7

U. S. IMMIGRATION SERVICE
RECEIVED MAY 14 1914
DEPARTMENT OF LABOR
Immigration Service
SEATTLE, WASH.

Seattle, , Wash.,

May 9, , 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:00 A M.

Went to the Centenial Mill dock at 9:00am. Bayne showing up at about 9:30am. Bayne had a talk with the watchman on the hulk "Victorian", telling him that he had been away to his ranch and that he had broken three of his ribs while there, and as he did notwant his wife to know about it, he had not even phoned to her. Watchman asked Bayne if he was going to fix the lines onhis boat and he said that he would do so, but as the tide was very low, he was to lame to try to get onto the boat, she being so far below the top of the pier. That he would come down late in the afternoon and fix them. Bayne then went in town at 10:30 am and to his usual haunts and then home at 1:30pm. I went to lunch. At office 2:00pm to 3:00pm.

4:30pm went to the Centenial Mill again and Bayne did not show up to 6:30pm. At this time went to the King St. station to watch for an engineer and fireman by the name of Low and Nelson on engine hauling the Vancouver, B.C. train arriving at 7:00pm. Neither one of theme men were on the train that night so did not see them.

Off duty 7:15P M.

Geo. H. Patterson

Immigrant ~~Inspector~~ Watchman.

8

D E P A R T M E N T O F L A B O R
Immigration Service

U.S. IMMIGRATION SERVICE
RECEIVED
MAY 14 1914

SEATTLE, WASH.

Seattle, Wash., May 10, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

At the Centenial Mill dock 10:00am to 3:00pm. Bayne not showing up and boat the same as yesterday. 3:00pm went home to dinner. 5:00pm back to the Centenial dock again until 6:45pm. No change or did Bayne show.

Off duty 7:30 P M.

Geo. W. Patterson
Immigrant ~~Inspector~~ Watchman.

9

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 14 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Custer, Wash.,

May 11, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 6:10 a.m. M.

Patroled at and near Custer and on roads from 6:10 a.m. to 12noon and 1 p.m. to 9 p.m. Kept Chinese under surveillance until 2:20 a.m. on the 12th. Met south bound passengers at 6:30 a.m. and 2:20 p.m. Was over the Blaine-Ferndale roads and other roads near Custer at different times during the day. Followed two dark colored ~~foreigners~~ aliens that a farmer reported going down the road towards Ferndale. I found these men at Ferndale. They had been working on the Pacific Highway and had been landed according to law.

While patroling up the railroad towards Blaine I met a Chinese after dark walking towards Bellingham. This Chinese had no passport and with the help of one of my neighbors I got him into the office and kept him under surveillance until the 2:20 a.m. train and left for Seattle with this alien. Did not go off duty on the 11th.

Off duty _____ M.

M. Kendrew C. Faris
Immigrant Inspector

10

4210

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

May 11, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

At Post office and Broadway substation Re case Fred Bayne & Louis Lortie, 10am to 12m.
Office writing reports etc., 12m to 1.45pm.
1.45pm went to City Jail and gave John Marino a hearing on a deportation proceeding. 3pm interviewed city attorney, desk sargent at police station and clerk of police court Re case of Fanny Cohen Jewish prostitute. 4pm went to County Court house and interviewed County Clerk Re Cohen case. 5pm returned to office and remained there until 6pm. 6 to 6.45pm at dinner. 6.45pm went to depot and learned from Great Northern Supt.'s office of change in run of Billie Low and "Bat"Nelson. returned to office 7.45pm and wrote report concerning same. Left office 8.30pm.

Off duty 8.30 P M.

Thos M Fisher
Immigrant Inspector

11

DEPARTMENT OF LABOR
U.S. IMMIGRATION SERVICE
Immigration Service
RECEIVED
MAY 14 1914

SEATTLE, WASH.

Seattle, Wash., May 11, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9 A M.

At Centenial Mill dock at 9:30am. Finding the Bayne launch the same as yesterday. Watchman thought that Bayne would show up between five and six o'clock in the afternoon as the tide would be about high water then. 11:30 am went to lunch. At down town office at 1:00pm with Inspector Fisher and went over case with him.

2:00pm went to the Centenial Mill dock until 3:00pm. No change. 3:15pm at office making out daily reports until 4:30pm. Then went back to the Centenial Mill and did not leave there untill 6:30pm. Phoned Inspector Fisher at 5:30pm and was told by him to go home at 6:30pm if Bayne did not show, but to be on call at my house until 8:00pm, as he thought he would want me. Did not get a call from Inspector Fisher so went off duty at 8:00pm.

Off duty 8 P M.

Geo. W. Patterson
Immigrant ~~Inspector~~ Watchman

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4210

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

May 12, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9 A M.

At the Centenial Mill dock 9:30am and found the Bayne launch the same as yesterday. Left there at 11:30am and went to lunch. 12:45 at office with Inspector Fisher. 12:55pm left office for Meadow Point, taking the Ballard Beach car line to end of the line and walking the rest of the way. (About 1½ miles)
"Arrived at Meadow Point at 2:25pm. Watched train #359, engine #1061 as it passed by having engineer Low and fireman Nelson in engine, they being suspected of smuggling chinese and opium into the United States from Vancouver, B.C. No results."
Returning to Seattle Via. Loyal Heights & ~~XXX~~ Freemont Ballard car lines, at 5:05pm. I then went to the Centenial Mill dock. Found no change in the Bayne launch or had he been there. Left at 6:30pm.

Off duty 7 P M.

Geo. H. Patterson
Immigrant ~~Inspector~~ Watchman.

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4210

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,
May 12, 1914

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

Post Office and Broadway substation Re case of Fred Bayne & Louis Lortie 10 to 11.45am.
At office writing reports etc., 11.45am to 1pm.
1 to 2pm at City Hall interviewing Police Judge, clerk of police court and City Attorney Re case of Fanny Cohen, Jewish prostitute.
2pm left for interbay to watch roundhouse for Billie Low and Bat Nelson Locomotive Engineer and fireman suspected smugglers of chinese. These parties arrived there with their engine, #1061 about 3.30pm after pulling their train into the city, watched their moovements until they left the roundhouse about 4.30pm, without results. returned to office arriving about 5pm. At office to 5.30pm. 5.30 to 7pm at dinner.
7 to 11pm. looking around places usually freguented by Fred Bayne and Louis Lortie. Found Bayne at Rainier -Grand bar about 10pm. followed him to Moose club where he remained until about 11pm. left him as soon as satisfied that he was bound for home.

Off duty 11. P M.

Thos. M. Linehan
Immigrant Inspector.

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4210

DEPARTMENT OF LABOR
Immigration Service

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 14 1914
SEATTLE, WASH.

Custer, Wash.,
May 12, 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 12:01 a.m. M.

Had a Chinese under surveillance from midnight until the 2:20 a.m. train when I left for Seattle with him. I arrived at Seattle at 8:10 a.m. and took this Chinese ~~mark~~ out to the Immigration Station. From the Immigration office I got my breakfast and then went back to the Immigration office where I heard a part of the hearing of this Chinese and then consulted with the Commissioner of Immigration. I took the first train after I got throught at the Immigration Station for Custer arriving there at 10:15 p.m.

Off duty 10:15 p.m. M.

W. McKendree Faris
Immigrant Inspector

15

U.S. IMMIGRATION SERVICE
RECEIVED
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

May, 13, 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9 AM.

Arrived at the Centenial Mill dock at 9:30am. Found no change Returned to town at 11:30am. Went to lunch. 1:30 to 2:30 at Moose club and other places that Bayne hangs out, but did not see him. 2:30 at office and made out report for yesterday and then went to the Centenial Mill again and stayed there until 6:30pm.

Off duty 7 P M.

Scott Patterson
Immigrant ~~Inspector~~ Watchman. 16

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 14 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

May 13, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

Post office and Broadway substation Re case Fred Bayne and Louis Lortie, 10am to 11.45am.
Office writing reports etc., 11.45am to 2pm.
2 to 3pm investigating case of Mrs Jessis Ker and son and John Landman and son, aliens detained at Quebec, investigation made on telegraphic request from Quebec.
3 to 4pm at office.
4 to 5pm at Post office and Broadway substation Re Bayne, Lortie case.
5 to 7pm at dinner.
7 to 11.30pm looking around places usually frequented by Bayne and Lortie. Found Bayne at Grants Cafe about 9.30, shadowed him to White House Pool room about 10, where he met Lortie and where they both remained until shortly after 11pm. watched them until satisfied they were both headed for home.

Off duty 11.30P M.

Immigrant Inspector

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U. S. IMMIGRATION SERVICE
RECEIVED MAY 14 1914

DEPARTMENT OF LABOR
Immigration Service,
SEATTLE, WASH.

Seattle, , Wash.,
May 14, , 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9 A M.

At Centenial Mill dock looking after the Bayne launch until 12:00M. Then to lunch and to office. There until 1:30pm. Then went to Interbay to watch engineer Low of engine 1061 due at Seattle at 3:15pm, XXX Train went through at 3:10pm and did not stop at Interbay. When about ¼ mile below overhead bridge train slowed down and a man got off of engine. At this point on the second track from the train there was about 25 empty cattle cars standing. On the track next to train were some oil tank cars, the end of these cars coming about ¼ of the way from the south end of the cattle cars. Man got off of engine here and went under cattle cars and xxxxxxxxx across some other tracks to the edge of the tide flats which were covered with water. He did not stop, but turned around and went back under the cars again. Saw him come out on the west side of cars. I was just south of the overhead bridge walking toward cars, but could not tell if this man was a chinaman or not. When I got to the xxxx place where man got off train could not find any one nearxxx in or under the cars. When 1061 engine went by me could not see anybody but engineer and fireman in the cab. Think train was going about 15 to 20 miles an hour when it went by me, but slowed down very slow when men got off.
Arrived at Centenial Mill dock at 5:30pm No change in the Bayne launch up to 7:00pm.

Off duty 7:30 P M.

Carl H. Patterson
Immigrant Inspector

18

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 15 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash., May 14, 191.4

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

At Post office and Broadway substation Re case of Fred Bayne & Louis Lortie, 10am to 11.30am.
11.30 to 12.30 at naturalization office consulting with chief examiner Smith, on instructions from Assistant Commissioner, Re case of Harry Gold, Jewish Pimp and procurer.
12.30 to 1pm at lunch.
1 to 2pm at office writing reports etc.
2pm left office and proceeded to north entrance to Great Northern tunnel and watched for Billie Low and Bat Nelson, locomotive engineer and fireman, to go by with train, also for them to return through the tunnel with their engine. No results.
Returned to office 4pm and from then to 6pm transcribing stenographic notes taken in deportation proceedings in case of John Marino, Italian pimp and procurer.6 to 6.30pm at dinner.
6.30pm met Mrs.Dunkin, police officer, at her request by phone, interviewed her Re George Pappas whom she reported as being a Greek Pimp subject to deportation. 7pm met police officer Harris by appointment at 6th and King Sts., and interviewed him Re case of George Pappas, with officer Harris proceeded to the New Central hotel at 5th Ave South and Jackson St., for the purpose of interviewing Irene Pappas, the girl whom George Pappas is reported as living off of. Found she had mooved and finally located her at the O.& W.hotel 6th Ave south and Dearborn Sts., proceeded there with officers Harris and Mullen and interviewed her. Result of this investigation to be made the subject of a seperate report by letter.Left O.& W.hotel about 8.30pm proceeded to Police Station and interviewed Sargent Roy Olmsted Re Pappas case.

Off duty 9 P M.

Thos. M. Tucker
Immigrant Inspector

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DEPARTMENT OF LABOR
Immigration Service

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 11 1914
SEATTLE, WASH.

Seattle, Wash., May 15, 191.4.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

At Post office and Broadway substation Re case of Fred Bayne & Louis Lortie, 10 to 11.30am.
11.30 am to 1pm enroute to and from and looking after Bayne's launch at Centenial Mill dock.
1. to 2.30pm at office writing reports etc.
2.30 to 3.30pm at City Jail interviewing George Pappas, Greek pimp, who will be made the subject of a seperate report by letter.
3.30 to 4.30pm looking around places usually frequented by Bayne and Lortie, found Bayne at Grants Cafe about 4pm, he took a streetcar and circumstances were such that I was afraid if I took the same car he might get on to the fact that he was shadowed so I let him go.
4.30 to 6.30pm enroute to Centenial Mill dock and looking Bayne's launch over to see if he had made any attempt to get her ready for sailing.

Off duty 6.30 P M.

Thos. J. Tucker
Immigrant Inspector

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U. S. IMMIGRATION SERVICE
RECEIVED MAY 16 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Tacoma, Washington., Wash.,
May 15, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.35 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, one Chinese laborer.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, 9.15 A. M., Carbonado line, no Chinese.
N. P. No. 407, 9.35 A. M., southbound, two Chinese laborers and one merchant.
G. N. No. 457, 11.30 A. M., southbound, one Chinese merchant.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
N. P. No. 408, 12.35 P. M., northbound, one Chinese merchant.
O. W. No. 511, 12.50 P. M., southbound, no Chinese.
O. W. No. 569, 1.15 P. M., southbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, no Chinese.
O. W. No. 562, 1.45 P. M., northbound, no Chinese.
N. P. No. 465, 2.00 P. M., for Gray's Harbor, no Chinese.

Geberal office work in connection with the examination of arriving aliens.

Off duty 4.30 P. M.

B. A. Hunter
Immigrant Inspector

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DEPARTMENT OF LABOR
Immigration Service

U.S. IMMIGRATION SERVICE RECEIVED MAY 18 1914 SEATTLE, WASH.

Seattle, Wash.,

May 16, 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9am M.

At Post office and Broadway substation Re case of Fred Bayne & Louis Lortie, 9 to 10.30am.
10.30 to 11.45am enroute to and from and looking Bayne's launch over at Centenial Mill dock. 11.45 to 12.30 at lunch.
12.30 to 1.30pm at office writing reports etc.
1.30 to 2pm at City Jail interviewing George Pappas, Greek pimp.
2pm left for Interbay to watch Billie Low, locomotive engineer, pulling Great Northern train No.359, from Vancouver. watched Low on engine No.1061 return to roundhouse at Interbay after leaving his train in station at Seattle, Returned to city at 4.30pm. 4.30 to 5pm at office. 5 to 5.30pm at dinner.
5.30pm went to Carleton hotel, Occidental Ave between Washington & MainSts., and looked through trunk belonging to Irene Pappas, the girl in the George Pappas case, for correspondence that might be material in case against said Pappas. 6pm went to Centenial Mill dock and looked after Bayne's launch returning to city office at 7.15pm. Left immediately on phone request for Berkshire hotel to interview Mrs.D.S.More, of Leavenworth, Wash., Re case of a couple of Jewish Pimps and Prostitutes, whom Mrs.More thought were subjects for deportation.
8pm met city detective Joseph Bianchi and police officer Woodlock at Police Station by appointment and interviewed them Re George Pappas case. 8.30pm with Detecive Bianchi went to O.& W.hotel, 6th Ave south & Dearborn St., and interviewed Irene Pappas, interview in form of a sworn statement. 10pm with Detecive Bianchi went to cigar store 4th Ave south, between Main & Jackson Sts and located and searched suit case belonging to George Pappas, for any evidence it might contain

Off duty 10.30 P M.

Immigrant Inspector

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U. S. IMMIGRATION SERVICE
RECEIVED MAY 19 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash., May 17, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 1 P M.

1.pm met Inspector Strench of Blaine at downtown office on telephone request from him, discussed case of George Nelson and Pete McGregor, locomotive fireman and engineer, former under arrest for smuggling chinese, Inspector Strench requested that I assist him in obtaining evidence against Nelson and McGregor, accordingly went with Insp'r Strench to Roundhouse at Interbay and Interviewed foreman Obrien, returned to city about 3pm went to Diller Hotel for purpose of examining Nelson's effects, found he had mooved from there, went to Davanport hotel talked to the Land lady, Mrs Hudson, examined some effects which Nelson had left there, taking certain letters therefrom with consent of landlady, (result of this investigation and contents of letters etc to be made subject of seperate report by letter) returned to office and got Chinese interpreter Quan Foy by phone and had him come to office to translate letters found as above mentioned. wrote report at office for preceeding day.

Off duty 6 P M.

Thos. M. Strench
Immigrant Inspector

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May 18

DEPARTMENT OF LABOR
Immigration Service

SEATTLE, Wash.,

Sunday. May 17, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10:00 A M.

At the Centenial Mill dock 10:30am and the Bayne launch had no change in her. At Centenial Mill dock again at 2:30pm and 7:30pm, and still no change.

Off duty 7:30 P M.

Geo. D. Patterson.
Immigrant ~~Inspector~~ Watchman

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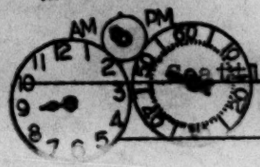
May 28

DEPARTMENT OF LABOR
U.S. IMMIGRATION SERVICE
RECEIVED MAY 20 1914
Immigration Service



Seattle, Wash., May 18, 1914

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

At post office and broadway substation Re case of Fred Bayne & Louis Lortie, 10 to 11.15am.
11.15am to 12.30pm at U.S.Attorney's office in consultation with Assistant U.S.Attorney Martin Re case of George Nelson & Pete McGregor chinese smuglers. 12.30 to 1pm at lunch.
1 to 4pm at office writing reports etc., and giving a hearing to George Pappas, Greek pimp, on a deportation proceeding.
4pm left office with city detecive Joseph Bianchi for 710 Olive St., for the purpose of obtaining any evidence possible against George Nelson under arrest for smuggling chinese. Result reported in letter of this date. 5 to 7pm at dinner.
7 to 9.15pm at office writing reports etc.
9.15pm left office for depot, met Inspector Strench and two chinese under arrest upon their arrival from Blaine on Great Northern train arriving at 9.30pm. returned to office and consulted with Inspector Strench and Watchman Patterson Re McGregor, Nelson case.

Off duty 11 P M.

Immigrant Inspector

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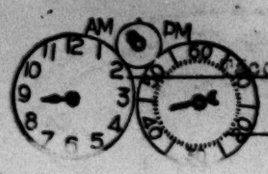
U. S. IMMIGRATION SERVICE
DEPARTMENT OF LABOR
Immigration Service
RECEIVED
MAY 20 1914
SEATTLE, WASH.



Tacoma, Washington., Wash.,
May 18, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.40 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, no Chinese.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, one Chinese laborer.
N. P. No. 595, 9.15 A. M., Carbonado line, no Chinese.
N. P. No. 407, 9.35 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, no Chinese.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
N. P. No. 408, 12.35 P. M., northbound, no Chinese.
O. W. No. 511, 12.50 P. M., southbound, no Chinese.
O. W. No. 569, 1.15 P. M., southbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, one Chinese merchant and one laborer.
O. W. No. 562, 1.45 P. M., northbound, no Chinese.
N. P. No. 465, 2.00 P.M., for Gray's Harbor, no Chinese.

Member Board of Special Inquiry, continued investigation in case of Paul Vreeswyck, and general office work in connection with the examination of aliens at the asylum at Fort Steilacoom.

Off duty 4.30 P. M.

B A Hunter
Immigrant Inspector

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1 Mayor

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

May 18, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:00 A M.

At the Centenial Mill dock at 9:30am, finding the Bayne launch the same as yesterday. Left there at 11:30am and went to office until 1:30pm..and then went to Interbay to see if there was anything doing when Low went by on train due in Seattle at 3:15pm. No results. Arrived back at office at 4:15pm and then went to the Centenial Mill dock until 6:30pm. No change.
Met Inspector Fisher at office at 8:00pm. Went to the Gt. N. station at 9:30pm and met Inspector Strench who came in on the Vancouver, B.C. train at that time with two chinaman who were found in tool box of engine. Then to office and went over case with Fisher and Strench.

Off duty 11:00 p M.

Geo. H. Patterson
Immigrant ~~Inspector~~ Watchman

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DEPARTMENT OF LABOR
Immigration Service

May 26

Seattle, , Wash.,

May 19, , 1914...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:00 P M.

Went to the Centenial Mill dock at 9:30am until 11:15am. No change. Lunch and then to the post office and met Inspector Fisher. Back again to the Centenial Mill dock at 2:30pm until 3:00pm. Then around town where Bayne hangs out , but did not see him. Again at the Mill dock at 6:30pm and found no change.

Off duty 7:00 P M.

Geo. H. Patterson
Immigrant ~~Inspector~~ Watchman

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DEPARTMENT OF LABOR
Immigration Service

U. S. IMMIGRATION SERVICE
RECEIVED MAY 29 1914
SEATTLE, WASH.

Seattle, Wash.,

May 19, 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

At Post office and Broadway substation Re case Bayne & Lortie.
10am to 11.15am.
11.15am to 12.30pm at United States Attorney's office in consultation with Assistant U.S.Attorney Martin and Special Agent Hamer of the Treasurery Department as to the adviseability of obtaining a search warrant and searching the lodging house at 710 Olive St., in which George Nelson lived. 12.30 to 1pm at lunch.
1 to 2pm at office writing reports etc. 2 to 5pm in company with Special Agent Hamer and Watchman Patterson searching 710 Olive St., on search warrant issued by U.S.Commissioner.
5 to 6pm at office in consultation with Inspector Strench of Blaine relative to the McGregor,Nelson case.
6 to 6.30 interviewing Edward Hughes, whom I met by appointment, relative to the Bayne,Lortie case. Substance of this interview to be made the subject of a seperate report by letter.

Off duty 6.30 P M.

Immigrant Inspector

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DEPARTMENT OF LABOR
Immigration Service

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 29 1914
SEATTLE, WASH

Seattle, Wash., May 20, 191.4.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

At Post office and broadway subatation Re Bayne, Lortie case, 10 to 11.30am.
11.30am to 1pm looking up whereabouts and moovements of S.S."Umatilla", 1 to 1.30pm at office. 1.30 left for Detention Station, in consultation there with Assistant Commissioner, Chinese Inspector Monroe and others. Interviewing the two chinese found in the engine of McGregor and Nelson. left Station 4.30pm. at downtown office ~~xx~~ 5 to 6pm. 6 to 7pm at dinner. 7pm met Edward hughes by appointment and interviewing him Re Bayne Lortie case until 10pm.

Off duty 10 P M.

Immigrant Inspector.

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4210

U. S. IMMIGRATION SERVICE
RECEIVED MAY 24 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

SEATTLE?, Wash.,

May 20, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:00 A M.

At the Centenial Mill dock and saw the Bayne launch? No change. On instructions from Inspector Fisher went to West Seattle to look for the launch "Klatawah", reported to have been used by Bayne in smuggling Chinamen. Returned to town 3:00pm, stopping on way in to have a look at the Bayne launch at the Centenial Mill dock. No change. Office 3:30pm to 5:30pm then went to the Cetenial Mill dock again and still no change. In touch with Inspector Fisher several times during the day.

Off duty 6:30 P M.

Geo. H. Patterson
Immigrant ~~Inspector~~ Watchman.

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4210

U. S. IMMIGRATION SERVICE
RECEIVED MAY 24 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,
May 21, 1914...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:00 A M.

Went to Spokane Ave. and East Waterway looking for the launch "Klatawah", walking along the water front to Salman Bay fish dock. Had a look at the Bayne launch at the Centenial Mill dock. No change. Arrived at Salmon Bay 5:00pm. No results. Phoned to Inspector Fisher and then returned to town, arriving 6:00pm.

Off duty 6:30 P M.

Geo. B. Patterson
Immigrant ~~Inspector~~ Watchman.

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U. S. IMMIGRATION SERVICE
RECEIVED
MAY 23 1914
DEPARTMENT OF LABOR
Immigration Service
SEATTLE
WASH.

Seattle, Wash.,
May 21, 1914

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

Post Office and broadway substation Re Bayne, Lortie case, 10 to 11.30am. 11.30am at U.S.Attorney's office consulting Assistant Martin Re the advisability of interviewing George Nelson under arrest on a charge of smuggling chinese. 12m at U.S.Marshal's office arranging to have Nelson brought to Federal building for interview. 12.15 to 1pm at lunch. 1pm at office writing reports etc., 2pm left office going to Federal building there interviewed Nora Waldon, with whom George Nelson has been living for past two years, after about three quarters of an hour interview with her allowed her to talk to Nelson for awhile in my presence, interviewed Nelson for a considerable time, then consulted with Asst.U.S.Atty Martin Re evidence to be presented on the 22nd to the Grand Jury in case of McGregor and Nelson. Left Federal Bdg 5pm going to office where remained until 6pm.

Off duty 6 P M.

Thos. V. Fisher
Immigrant Inspector.

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4210

DEPARTMENT OF LABOR.
Immigration Service

Seattle, Wash.,

May 22, 1914...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9 A M.

Post office and broadway substation Re case of Bayne & Lortie, 9 to 10am.
10am to 1pm attending Federal Grand Jury Re case of Pete McGregor and George Nelson, against whom a joint indictment was returned as per seperate report by letter made by me this date.
1 to 1.30pm at lunch. 1.30 to 2pm at office.
~~[illegible]~~
2 to 3pm enroute to and from County Court House and searching marriage records for record of marriage of Ralph Belmont and Fannie Kobre, with various aliases, same at request of ElPaso office.
3 to 3.30pm at office. 3.30pm met Detecive Joseph Bianchi at Post office by appointment by phone, Bianchi had some information to give Re one Joe Spinello, Italian pimp whom Bianchi thought was subject to deportation, Bianchi also had an Italian with him who had some information regarding this matter. Substance of information to be made the subject of seperate report by letter.4.30pm went to office of U.S.Marshal at his request to arrange regarding arrest of McGregor on bench warrant. 5 to 7pm at dinner.
7 to 10pm at office writing reports etc. 10pm went to office of Seattle Taxi co 123 Jackson St., trying to get some information regarding taxi used by Bayne on night of 7th., went from there to companies uptown office 9th and Pike Sts, interviewed man in charge at both places and examined records.Left last mentioned office at 12 midnight.

Off duty 12 midnight. M.

Thos. M. Fisher
Immigrant Inspector.

3 4

4210

U. S. IMMIGRATION SERVICE
RECEIVED MAY 24 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

May 22, , 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:00 A M.

At Salmon Bay 9:45am. Still looking for Launch "Klatawa" and found her at 3:00pm at the Tregoning Boat Co. foot of West 60th St. Ballard Beach, and at the outer entrance of Salmon Bay.

Reported same to Inspector Fisher by phone and then came in town, arriving at 4:30pm. Met Inspector Fisher and talked over case with him. Went to dinner. 5:30pm.

Came back to office at 8:30pm and talked over plan for watching launch "Klatawah".

Off duty 11:00 P M.

Geo. H. Patterson.
Immigrant ~~Inspector~~ Watchman.

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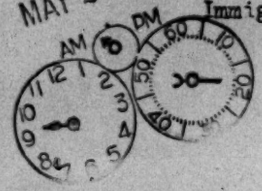
U. S. IMMIGRATION SERVICE
RECEIVED MAY 24 1914
SEATTLE, WASH.



DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,
May 23, 1914

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:00 A M.

Went to the Centenial Mill dock 9:30am and found no change in the Bayne launch. Then went to Ballard Beach to see launch "Klatawah" No change. Left for office 6:30pm. In touch with Inspector Fisher several times during the day.

Off duty 7:30 P M.

Geo. H. Patterson
Immigrant ~~Inspector~~ Watchman.

36

4210

U. S. IMMIGRATION SERVICE
RECEIVED MAY 26 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,
May 23, 191.4..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

At Post office and broadway substation Re Bayne-Lortie case, 10 to 11.30am.11.30am to 1pm Office writing reports etc. 1 to 1.30pm at lunch. 1.30pm left office went to The Jaffee Liquor Co., Re Peterson case, investigation requested by Eastport office. 2pm went to 123 Jackson St., looking over Taxi records Re Rayne case. 3pm returned to office, at office to 5pm. 5 to 6pm at dinner. 6pm. at office to meet Deputy Marshal Downey and Special Agent Hamer, in company with them left office at 6.30 for G.N.Round house at Interbay, 7.30pm arrested Peter McGregor, Locomotive engineer, on warrant issued on indictment charging him with smuggling chinese. Went with above mentioned officers and Mc Gregor to his residence , 2818 22nd Ave West, there searched his effects and the house for evidence, result to be made the subject of a seperate report by letter. left McGregor's house about 10pm. arrived in the city about 11pm, at office writing memorandam of admissions made by McGregor etc., until 11.45pm.

Off duty 11.45 P M.

Immigrant Inspector.

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4210

Jan 2

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 26 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

May 24, 191.4.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 11 A M.

at office preparing for trip to Bellingham Re McGregor-Nelson case. Left Seattle 12.05pm for Bellingham. Received a telegram from Ed Hughes ~~xx~~ while enroute saying he expected Bayne to leave Seattle this night. Arrived Bellingham 4.05pm. Interviewed brakeman Frank LeRoy while enroute to Bellingham, LeRoy having been on the train on which McGregor and Nelson were running at the time of the arrest of the Chinese and Nelson. After arriving at Bellingham interviewed Station Agent regarding the fireman who fired McGregor's engine from Bellingham to Seattle on the 15th after Nelson's arrest. ~~Learned~~ Learned that said fireman was named Fred Parr, Met Inspector Strench of Blaine at depot, went over new developments in McGregor-Nelson case, with him went to residence of Fred Parr on Astor St., near Broadway, interviewed Fred Parr regarding happenings on trip which he fired for McGregor. Returned to depot at 5.45pm, ~~left Bellingham~~ Sent telegram to the Seattle office setting forth what Hughes had wired me and asking that certain arrangements be made and advising the time of my return to Seattle. Left Bellingham at 6.05pm. Arrived Seattle 9.30pm. Met Ed Hughes at depot and learned what additional information he had Re Bayne case. went to office and got in touch with Watchman Patterson, with him went to Centennial Mill dock looking Bayne's launch over to see if any preparation had been made for departure, left said dock 11pm.

Off duty 11 P M.

Thos. H. Rushen
Immigrant Inspector.

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4210

U. S. IMMIGRATION SERVICE
RECEIVED MAY 27 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

Sunday May 24, , 1914...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 11:00 A M.

Met Inspector Fisher at King St. station 11:45am. Went to the Centenial Mill dock and found the Bayne launch the same as yesterday. Then went to Ballard Beach and found that the launch "Klatawah had taken a party out for the day, leaving there early in the morning. 7:00pm went to Ballard and had dinner, returning to the beach at 8:00pm. Found out that launch Klatawah" is owned by the Tregoning Boat Co. Foot of 60th St. Ballard Beach. That she has a 16 horse power N & S engine in her, and is fitted up with electric lights and toilet, and makes about 8½ miles an hour. At 9:45pm launch "Klatawah" was still out so came into office and met Inspector Fisher who told me that he had information that Bayne had sailed ~~XXX~~ on one of his trips. Inspector Fisher and myself then went to the Centenial Mill dock to see if Bayne's boat was still there, and found her tied to the dock.
Returned to office at 11:30pm.

Off duty 11:30 P M.

Geo. H. Patterson
Immigrant ~~Inspector~~. Watchman

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4210

U. S. IMMIGRATION SERVICE
RECEIVED MAY 25 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

May 25, 1914...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8:00am . M.

Left for Ballard Beach 8:00am where the launch Klatawah" was tied up Saturday. Found her in the usual place. Had a talk with the owner and he said that he did not care to rent her for more than a day at a time as they used her a good deal, but that he would rent her for a week for $50.00, including oil and a man to run her Also that they had a party out Sunday for the day. Phoned Inspector Fisher and then came in town to office.at 11:30am. Had a talk with Inspector Fisher and then went to the Centenial Mill dock and found the Bayne launch the same. Went to the Federal Blg. 2:00pm with Inspector Fisher. On instructions from Inspector Fisher I waited in the marshals office untill Pete Mc Greggor put up his bail, and then to go with him to get some keys and a lock that was out to the round house at Interbay. He did not get bail until 3:30pm and then we went to the county jail for his things and then to Interbay. Could not find the lock and keys so waited until his engine came in at 5:52pm. Went aboard engine, but gould not find the lock so came in to office at 7:45pm Phoned Inspector Fisher at that time and then went home.

Off duty 8:00pm. M.

Geo H Patterson 40

Immigrant ~~Inspector~~ Watchman.

4210

DEPARTMENT OF LABOR
Immigration Service

Tacoma, Washington, Wash.,

May 25, 1914, , 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.45 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, one Chinese laborer.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, 9.15 A. M., Carbonado line, no Chinese.
N. P. No. 407, 9.35 A. M., southbound, no Chinese.
O. W. No. 511, 10.50 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, no Chinese.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
N. P. No. 408, 12.35 P. M., northbound, no Chinese.
O. W. No. 569, 1.00 P. M., southbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, no Chinese.
O. W. No. 562, 1.40 P. M., northbound, no Chinese.
N. P. No. 465, 2.00 P. M., for Gray's Harbor, no Chinese.

Office work in connection with census of aliens at the asylum and fixing up the Ben Yaeger case.

Off duty 4.30 P. M.

B A Hunter
Immigrant Inspector

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4210

DEPARTMENT OF LABOR
Immigration Service

Tacoma, Washington, Wash.,

May 25, 1914, , 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.45 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, one Chinese laborer.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, 9.15 A. M., Carbonado line, no Chinese.
N. P. No. 407, 9.35 A. M., southbound, no Chinese.
O. W. No. 511, 10.50 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, no Chinese.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
N. P. No. 408, 12.35 P. M., northbound, no Chinese.
O. W. No. 569, 1.00 P. M., southbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, no Chinese.
O. W. No. 562, 1.40 P. M., northbound, no Chinese.
N. P. No. 465, 2.00 P. M., for Gray's Harbor, no Chinese.

Office work in connection with census of aliens at the asylum and fixing up the Ben Yaeger case.

Off duty 4.30 P. M.

B A Hunter
Immigrant Inspector

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4210

DEPARTMENT OF LABOR
Immigration Service

U. S. IMMIGRATION SERVICE RECEIVED MAY 28 1914 SEATTLE, WASH.

Olympia, Washington, Wash.,

May 26, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.40 A. M.

Met and examined the following named trains and boats for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., at Tacoma, southbound, no Chinese.
N. P. No. 421, 9.00 A. M., at Tacoma, for Gray's Harbor, no Chinese, to Olympia on this train and there continued the work as follows:
N. P. 466, 11.00 A. M., northbound, no Chinese.
SS. "Nisqually," 12.15 P. M., for Tacoma, no Chinese.
SS. "S.G.Simpson," arrived from Shelton 1.30 P.M., no Chinese.
N. P. No. 424, 2.55 P. M., northbound, no Chinese.
N. P. No. 465, 3.25 P. M., southbound, no Chinese.
SS. "S.G.Simpson," for Shelton, 5.00 P. M., no Chinese.
SS. "Nisqually," for Tacoma, 6.00 P. M., no Chinese.
N. P. No. 422, 7.15 P. M., northbound, no Chinese.
N. P. No. 423, 7.42 P. M., southbound, no Chinese.

Balance of time occupied in an investigation regarding Steve Barker and Frank Stone, believed to be engaged in smuggling Chinese into the United States. A separate report will be made regarding this. Left official station at 9.00 A. M.

Off duty 12.00 P. M.

B. A. Hunter
Immigrant Inspector

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4210

DEPARTMENT OF LABOR
Immigration Service

Tacoma, Washington., Wash.,

May 27, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 7.00 A. M.

Met and examined the following named boats and trains at Olympia for Chinese and other suspicious aliens:

SS. "Magnolia," 7.30 A. M., for Tacoma and Seattle, no Chinese.
SS. "S.S.Simpson," 9.00 A. M., for Shelton, no Chinese.
P. T. S. Ry., No. 1, 9.40 A. M., southbound, no Chinese.
N. P. No. 421, 10.25 A. M., for Gray's Harbor, no Chinese.
N. P. No. 446, 11.00 A.M., from Gray's Harbor, no Chinese.

Left for official station on this last train arriving there at 12.30 P. M. Balance of day spent in making reports, correspondence, and miscellaneous office work.

Off duty 4.30 P. M.

R B Gardner
.....
Immigrant Inspector

43

4210

DEPARTMENT OF LABOR
Immigration Service

Tacoma, Washington., Wash.,

May 28, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date..

On duty 8.40 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, no Chinese.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, 9.15 A. M., Carbonado line, one Chinese laborer.
N. P. No. 407, 9.35 A. M., southbound, no Chinese.
O. W. No. 511, 10.50 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, one Chinese laborer.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
N. P. No. 408, 12.35 P. M., northbound, no Chinese.
O. W. No. 569, 1.00 P. M., southbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, no Chinese.
O. W. No. 562, 1.45 P. M., northbound, no Chinese.
N. P. No. 465, 2.00 P. M., for Gray's Harbor, no Chinese.
G. N. No. 458, 3.00 P. M., northbound, no Chinese.
N. P. No. 414, 3.25 P. M., northbound, no Chinese.
N. P. No. 42, 3.40 P. M., eastbound, no Chinese.

Balance of time spent in investigation of the case of one Paul Vreeswyck, an alien alleged to be unlawfully within the United States.

Off duty 4.30 P. M.

B Albrecht
.....
Immigrant Inspector

RECEIVED

#2

Western Union Telegraph Co.

Buffalo, N.Y., May 24, 1914.

Immigration,
Seattle, Washington.

Reyns wise to surveillance. Drop him for present and employ other methods to keep his beat under surveillance. Wire whether instructions are being carried out regarding Olympia matter.

TAYLOR.

Attest:

Immigrant Inspector.

1914

7401-O

Form 515 a

CONFIRMATION OF TELEGRAM

Department of Commerce and Labor

IMMIGRATION SERVICE

Night rate

Western Union

Office of Commissioner

Port of Seattle, Wash.,

May 25, 1914.

Richard H. Taylor,
Castle Inn, Buffalo, N. Y.

Telegram received Hunter looking after Olympia Matter. Watchman assisting him Suspects still making arrangements. No change situation.

White

Attest:

Commissioner.

PHONED.

* * * * * * * * * * * * * * *

The above is an official copy of telegram sent this day.

Henry M White
(Name.)

(Title.)

11—4270

JHS

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
SEATTLE, WASH.

No. 4208.

May 28, 1914.

June 1 O

Richard H. Taylor,
Castle Inn,
Buffalo, N. Y.

In re your letter of May 16th No. 53620/309-S regarding Fred Bayne and Louis Lortie and in reference to your telegram stating that Bayne should be dropped for the present, I beg to advise you as follows:

Prior to receipt of your telegram information was received through another source that Bayne had left the city presumably on a smuggling expedition. His boat was at its usual place and it is not known what boat he was using if any. We have been unable to locate Lortie's boat, the only information received along that line being that Bayne was supposed to have made a trip recently using a boat named "Clatawah". We found that there were three known vessels named the "Clatawah" on Puget Sound, one of them being in Seattle.

As Bayne had left the city it was deemed advisable to attempt to apprehand him on his return. A launch was procured and Inspector Fisher and watchman Patterson patrolled the entrance to the harbor of Seattle and in this they were assisted by both a launch and a Revenue

Richard H. Taylor, #2. 4208.

Cutter.

Patrolling was done on Tuesday and Wednesday nights. Inspector Fisher on yesterday proceeded northward and expected to arrive at or near Matia island about midnight of the 20th. Word has just reached this office through the last informer to the effect that Bayne returned to the city last night. When Inspector Fisher calls the office today he will be notified and directed to return to Seattle.

Henry M. White
Commissioner.

JHS-WH

JHS

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
SEATTLE, WASH.

No. 4208.

May 26, 1914.

Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffallo, N. Y.

I inclose you herewith copy of Inspector Thos. M. Fisher's report regarding Fred Bayne and Louis Lortie. The information contained in Inspector Fisher's letter is cumulative and corroborates reports already made by him in addition to giving some further information.

Watchman Patterson has located a launch by the name of "Klatawa" which is suspected of being the one owned by Lortie. This launch will be kept under surveillance as well as the one owned by Bayne.

Henry M. White
Commissioner.

JHS-WH

JHS

4208

U. S. IMMIGRATION SERVICE
RECEIVED
MAY 23 1914
SEATTLE, WASH.

May 22,1914.

Commissioner of Immigration,
Seattle,Washington.

Adverting to the case of Fred Bayne and Louis Lortie, suspected smugglers of chinese, I have to report that on the 19th instant Edward Hughes, formerly a Customs Inspector in this District and the brother of Customs Inspector Hughes now stationed at Blaine,Wash., told me that he had some information on what in his opinion was a clear case of smuggling chinese from Canada into the United States by one Fred Bayne and Louie Lortie, or as Mr. Hughes called it "Lortire", he stated that his information came to him through a friend of his named Taylor, who did not wish to appear in the matter himself but at the same time desired the information to reach the proper source. He stated that Taylor knew Bayne quite well and that Taylor's wife and Bayne's wife were on intimate terms, that the way Taylor came to learn of this matter first was through Bayne's wife, she and Bayne having had trouble and she leaving him and going to Taylor's house to stay temporarily, that Mrs.Bayne was feeling very bad and during one of her out breaks told the Taylors that Bayne and Lortie had been smuggling Chinese and opium into the United States, that there was an old man living on a small Island near Orcas Island who was in with them, that this old man lived at the head of a land locked bay and that Bayne made his place a "laying up place" when bringing contraband.

Mrs Bayne stated further that Bayne and Lortie each had a launch but that Lortie had not been using his much lately. Some time later Taylor had a conversation with Bayne when Bayne was pretty drunk, during the course of the conversation Bayne bragged about putting one over the Goverment officers, saying that the"old man" had tipped it off to him that said officers were watching his, Bayne's, launch and that he, Bayne, had "put one over" by taking another launch and making a trip, said trip being a profitable one, that he had just returned the night before, this conversation, as near as Mr.Taylor could remember occured on the 8th instant, thereby making the date of Bayne's return the 7th instant. Mrs.Bayne later showed Mrs.Taylor a pair of diamond ear-rings saying that she and Bayne had made up their troubles and that he had brought her back said ear-rings upon his recent return from Canada.

The above information would agree with certain circumstances that occured, for instance neither Watchman Patterson or mysely saw anything of Bayne for several days about the date mentioned, on the 5th instant, the watchman of the hulk "Victorian" phoned Bayne's house and was told that Bayne was out of the city.(see Watchman Patterson's daily report for 5th.) On the evening of the 5th., Lortie came down to Bayne's launch and told the "Victorian" watchman that he expected Bayne back in the city the next day, the 6th., on the 8th Bayne was drunk and said he had just returned the evening before, the 7th., on the morning of the 9th., about 9.30 O'Clock Bayne showed up at his boat and told the "Victorian" watchman that he had been away and had some ribs broken. (see report of Watchman Patterson for that date) In addition I have

learned that Bayne used a taxi on the night of the 7th., had the bill, which came to $2.50, charged; I have been unable as yet to learn between what points he used said taxi but will do so soon.

Mr.Hughes further stated to me that the launch Bayne used was named the "Klatawa", that Bayne was flush with money and contemplated buying a Buick automobile, that he, Hughes, believed that with the assistance of Mr.Taylor he would know when Bayne intended making his next trip, at least a day before his departure. He agreed to keep in touch with the Taylors who in turn agreed to keep in touch with Bayne and his wife as well as possible, Hughes also to keep me posted as to everything they learned. He met me again on the 20th and part of the above information was imparted to me on that date. Mr.Hughes has been working as an extra man in the Railway Mail Service but is out of work at the present time and desires to be considered the informer in this case, with the idea in view of obtaining what ever it would be possible for him to obtain in the event that his information, already given and what he can in the future obtain, leads to the arrest and conviction of Bayne and others.

There is a question in my mind as to whom Bayne was speaking of when he stated "the old man tipped things off to him", he might have been speaking of his step-father who at one time gave information and who might have made up his trouble with him and, while not saying that he had informed against Bayne, told him he had heard he was being watched. This is strengthened by the fact that said step-father avoids Mr.Hammer and myself and the subject of Bayne. On the other hand he might have been speaking of the Watchman on the "Victorian" whom

Hamar took into his confidence prior to my being detailed on the case, and whom I have never trusted very fully and have avoided when possible.

After receiving the information regarding the launch "Klatawa", I made an investigation and learned that there were three launchs on the Sound bearing that name, one owned by Mr.Hall of the Hall ship yards at Eagle Harbor, one owned by a party living at Friday Harbor, San Juan Island., and kept at that place. The third spelled the name "Klatawah", and I could learn nothing of the owner, but learned that the boat was kept somewhere near Seattle. This third boat I decided must be the one by the process of elimination, Mr.Hall being out of the question, the one at Friday Harbor never, so far as I could learn, having been this far up Sound. I therefore instructed Watchman Patterson to make a through search of the shore from West Seattle to and including Salmon Bay, he starting on said search yesterday morning and continuing same this day, late this evening he reported that he had found her moored near the entrance of Salmon Bay, that she is a boat about 30ft long, cabined etc. The present position of this launch makes it necessary, in my opinion, to keep a very close watch on her, as it is much easier to get a boat out from the place where this one is moored without being seen than from the place where the other boat is moored.

THOS. M. FISHER
Immigrant Inspector.

DAT

#3

Western Union Telegraph Co.

Buffalo, N.Y., May 28, 1914.

Immigration,
Seattle, Washington.

Information Chinese on Umatilla last trip. Search these boats at first American port after leaving Canada.

TAYLOR.

Attest:

Immigrant Inspector.

1914.

7401-00

Form 515 a

CONFIRMATION OF TELEGRAM

Night rate

Department of Commerce and Labor

IMMIGRATION SERVICE

Western Union

Office of Commissioner,

Port of Seattle, Wash.,

May 29, 1914.

Richard H. Taylor,
Castle Inn, Buffalo, New York.

One man watched Umatilla on last trip. Here during day time only. Two men watched previous trip. She sails Vancouver and sometimes stops Bellingham, Anacortes, Everett, Seattle. Impossible ascertain advance first stop American port except through clearance Vancouver. Impracticable search at port other than Seattle. Suggest employment special watchman boarding her Vancouver and watch each port en route Seattle.

White

Attest:

Commissioner.

7440-C

* * * * * * * * * * * * * * *

The above is an official copy of telegram sent this day.

John K. Sargent
(Name)

Acty Commissioner.
(Title.)

11—4270

RUSH

Western Union Telegraph Co.

Buffalo, N.Y., May 20, 1914.

Immigration,
Vancouver, B.C.

When Pacific coast steamers leave Vancouver wire Seattle first port in states at which they stop. Advise Seattle receipt these instructions.

TAYLOR.

Attest:

Immigrant Inspector.

1914.

740-O.

HIGHT

Western Union Telegraph Co.

Buffalo, N.Y., May 30, 1914.

Immigration,
Seattle, Washington.

Vancouver instructed advise you first stop Pacific boats from Vancouver. Instruct officers such ports secretly watch but not search such boats. No necessity employment special watchman.

TAYLOR.

Attest:

Immigrant Inspector.

1914. 7401-C

No. 309-S

Buffalo, N.Y., May 30, 1914.

Commissioner of Immigration,
U. S. Immigration Service,
Seattle, Washington.

Adverting to my telegram of this date and yours of the last instant, in reference to information that Chinese are being conveyed from Vancouver to ports in District No.16 , on Pacific coast boats, you are informed that the Inspector in Charge at Vancouver has been requested to advise you immediately upon departure of such steamers from Vancouver the first port at which a stop will be made in your District. The information received from the Vancouver officersshould be communicated immediately to the officer at the port to which such vessel is destined with instructions that a careful watch be maintained in order to apprehend persons responsible for the illegal landing of Chinese instead of attempting to search such vessels. In the latter instance, even if the Chinese were found, it would be impossible to discover the smugglers. The former method has been recently adopted in New York, where conditions are more congested, with the result that both the smugglers and contraband Chinese were apprehended. In this connection each officer should be instructed to advise the officer at the next port to which such vessels are destined and the same procedure followed. The practice of searching such vessels upon their arrival in Seattle after having stopped at various other American ports, is useless.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IY.

Official copy respectfully referred to the Inspector in Charge, Vancouver, B.C.

(Signed) Richard H. Taylor.
Immigrant Inspector.

304 S.

#4

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 29

OFFICE OF INSPECTOR IN CHARGE
VANCOUVER, B. C.

No. 2430 May 23, 1914.

Richard A. Taylor,
Immigrant Inspector,
Washington, D. C.

Enclosed herewith you will find Evidence and Report in the case of HONG GIT and WONG BOW, two Chinese arrested at Blaine, Washington, while concealed in the tool box of a Great Nothern engine IN CHARGE of Peter McGregor and fireman G. Nelson.

JPB. Inspector in Charge.

No. 2430. May 23, 1914.

U. S. Commissioner of Immigration,
Montreal, Canada.

This is to advise you that on the 15th instant there was taken from the tool box of engine drawing Great Northern train No. 273, two Chinese, who evidently had secreted themselves therein for the purpose of securing surreptitious entry into the United States. The Engine was in Charge of engineer Peter J. McGregor and fireman George Nelson.

The writer with an interpreter and a stenographer went to Blaine and gave the Chinese, Hong Git andWong Bow,a preliminary hearing, and applied for a telegraphic warrant, and same having been received, the aliens were given a regular hearing and taken to Seattle for detention. The record of the preliminary hearing is herewith attached.

At the time of the detention of the Chinese, fireman Nelson was taken into custody by Inspector in Charge McCullough, but engineer McGregor was allowed to proceed to Seattle, it being a mail train. Warrants were sworn out before the U. S. Commissioner by Inspector in Charge McCullough. Engineer McGregor returned to Blaine on the morning of the 16th and was served with the warrant and he and Nelson were given a hearing before United States Commissioner Montfort, copy of hearing attached. Nelson was held by the United States Commissioner for the action of the United States Grand Jury in the sum of $1,000 bailand McGregor was discharged. The matter came before the United States Grand Jury on the 23d instant, and Inspector Strench and Watchman Davidson going to Seattle and appearing as witnesses before the Grand Jury, and this morning I received a telephone message from Inspector Strench stating that the Grand Jury had returned an indictment against both engineer McGregor and fireman Nelson on three counts. The day of the trial has not been set on account of there being several features of the evidence bearing upon the smuggling of Chinese by McGregor and Nelson which are being investigated.

The two Chinese above mentioned, Hong Git and Wong Bow, were taken before the medical examiner at Blaine and he certified that Hong Git was suffering from Trachoma and Wong Bow from Scabies Class A.

One of the employees of the Great Northern Railway in Vancouver, it is understood, knows something about the case but refuses to make a statement without the authority of his superiors, and a letter has been written to General Superintendent O'Neil requesting him to direct the General Agent here at Vancouver to arrange that this office may secure any information concerning smuggling that his subordinates may know. The United States Customs at Blaine are also working on the case in an effort to implicate McGregor and Nelson in the smuggling of opium, they having had suspicions for some time that they were handling this drug. Inspector Fisher of the Seattle office is also working on the Seattle end of the case, as it appears that the Seattle office has been suspicious of these two men.

This is not the first time that Chinese have been found concealed upon an engine in charge of engineer McGregor for on January 6th, 1912, two Chinese were removed from the tool box of engine drawing Great Northern train No. 273, this engine being in charge of engineer McGregor and fireman Louis Larsen. On January 7th, 1912, two Chinese were found on Great Northern train No. 359, the engine being in Charge of Engineer Vincent J. McGrath and Fireman Eric W. Sutherland. On March 30th, 1914, two Chinese were found in the tool box of an engine and removedtherefrom at White Rock, B. C., they being concealed therein for the purpose of securing surreptitious entry to the United States. This engine was in charge of engineer Peter McGregor and fireman G. Nelson. Then again on May 15th, the case now under investigation, where two Chinese were found concealed in the tool box of an engine in charge of Engineer McGregor and fireman Nelson, from which it would appear that this engineer and his fireman are positively identified with the smuggling of Chinese into the United States.

It is hoped that this case against them will end in a verdict of guilty, but in the event that it does not, it is hoped that the matter will be taken up with the general officers of the Great Northern and representations made in such a manner that they will deem it expedient to remove engineer McGregor and fireman Nelson from the Vancouver-Seattle run.

JLZ/JRB.

Inspector in Charge.

Evidence in the case of HONG GIT and WONG BOW alleged to have been smuggled into the United States on Great Northern engine in charge of Engineer Peter McGregor and fireman George Nelson.

UNITED STATES IMMIGRATION SERVICE

Blaine, Washington,
May 16, 1914.

Examining Inspector, John L. Zurbrick,
Interpreter in Chinese, Henry Chin Hing.

Alien sworn, testified:-

Q What is your name? A Hong Git.
Q How old are you? A Twenty-seven.
Q Are you married? A Yes.
Q What is your wife's name? A Lum Shee.
Q What village does your wife live in? A Sue Choon.
Q What district? A San Woi.
Q Is your father living? A Yes.
Q Whatis his name? A Hong Mung.
Q Is your mother living? A No, she is dead.
Q At what place does your father live? A Sue Choon.
Q Was your mother ever in the UnitedStates? A No.
Q Was your father ever in the United States? A Yes.
Q When did your father go to the UnitedStates? A I do not remember, he returned to China from the UnitedStates when I was very small.
Q Where were you born? A In China, Sue Choon village.
Q Have you ever lived in the United States? A No.
Q How long since you left China? A Three years ago.
Q Where did you land? A Victoria.
Q Can you give us the approximate date? A Sun Toon 3, 6th month, 4th day.
Q What is the name of the boat you came on? A One of the Japanese Line, I do not know the name.
Q Did you pay $500.00 head tax? A Yes.
Q You were admitted then as a laborer? A Yes.
Q To whom were you destined, to whom were you going when you landed at Victoria? A To the firm of Hong Lee.
Q What is their address? A The firm is closedup now, I do not know the address in Victoria.
Q Where have you been stopping for the last month past? A I stop at Dai Mook rooming place, 136 Pender Street, Vancouver.
Q Where is the certificate or receipt you got when you paid $500. head tax? A In the room there.
Q In your trunk? A Yes.
Q What number is the room? A There is no number to the room.
Q When did you decide that youwanted to come to the UnitedStates?
A Two nights ago.

Q Who did you talk over the matter with? A No one.
Q How did you come to be in this place? A I couldn't secure employment in Vancouver so I desired to smuggle into the United States for the purpose of securing work there.
Q What steps did you take to smuggle into the United States?
A I just sneak up to the train and hid myself in the box in one of the cars.
Q Who showed you where the tool box was? A I walked behind the car and I saw there is a box so I went up there.
Q Was the box locked when you saw it? A No, it was unlocked.
Q Was this a passenger car or freight car? A I don't know.
Q What time of the day was it that you climbed in this car?
A Sometime in the night time, I do not know exactly what time it was.
Q Early part of the night or later part of the night? A About midnight.
Q Where was this car standing that had this box onit? A In Vancouver.
Q Where in Vancouver, Vancouver is a large city? A Just a little way off the railroad station.
Q How did you know this enging was going to the UnitedStates?
A I knew the train leaving from the station, all the trains leaving from the station go to the United States.
Q What time of the day did this train in which you concealed yourself leave the station? A I was in the box, I couldn't tell what time it was, sometime in the daytime.
Q How long were you in the box before the train left? A I went into the box at midnight and the train left the next day, in the daytime.
Q Were you in the box six hours or twenty-four hours? A Less than a day.
Q You knew that Chinese laborers could not be admitted to the United States, did you not? A No.
Q Why didn't you try to go to the United States then by passenger train and pay your fare? A I didn't have the money to purchase the ticket.
Q What was in this box when you got into it? A There was nothing in the box.
Q Was the box entirely empty? A Yes.
Q Did you hear anybody lock the box from the time you got into it until the time you were arrested here? A Yes.
Q Did you travel in this box all alone until you got here?
A No, there was another fellow with me.
Q Did he get in at the same time you did? A Yes.
Q A White man has stated that he looked into this box two hours before the train left andthere was nothing in it, what have you got to say to that? A I cannot explain it, I was in the box.
Q How much money have you promised to pay for smuggling you into

the United States? A I haven't promised anyone.
Q Has anyone else promisedto pay for smuggling you into the United States? A No.
Q Have you paid anybody? A No.
Q Is this China boy who is with you here now, the same China boy who was with you when you were taken out of the engine box at another station? A I do not know about that.
Q You remember of trying to get into the United States on another occasion, and they found you in a box at another station further up the line, andmade you get out and released you at that time?
A No, it wasn't I.
Q How long before you were arrested here was the box locked?
A Probably about two hours.

DESCRIPTION OF ALIEN:- 5'7-1/2", pin mole under right eye, round scar left cheek, small brown mole right cheek in frontof ear, scar on right first knuckle and long scar on right third finger.

Alien, Wong Bow, sworn, testified:-

Q What is your name? A Wong Bow.
Q How old are you? A Thirty.
Q Are you married? A No.
Q Is your father living? A Yes.
Q What is his name? A Wong Ah Sing.
Q Is your mother living? A No, she is dead.
Q Where does your father live? A Dong Sing village, Hoy Ping district.
Q Was your mother ever in the UnitedStates? A No.
Q Was your father ever there? A No.
Q Where were you born? A Dong Sing village, China.
Q When you came to this country where did you land? A I do not remember.
Q When did you land? A good many years ago, when I was very small.
Q Who brought you out here if you were very small when you came?
A Some of my clansmen, I don't know his name as he has gone back to China now.
Q What is his name? A Wong Book.
Q Whereis he now? A He is in China, he went back to China a long time ago.
Q Where have you been living? A Nanaimo.
Q Where? A I had no permanent place to live in Nanaimo.
Q Where had you been working? A Working in the potato farm near Nanaimo.

Q When did you make up your mind you wanted to go to the United States? A Yesterday.
Q What time yesterday? A About three o'clock in the afternoon.
Q Do you mean to tell us you decided to come to the United States 3 o'clock yesterday, when you were arrested at noon yesterday? A Yes,, soon afterI got off from the woods and hid myself in the car I was found and arrested.
Q Did you make up your mind to go to the United States after you were arrestedor before? A Just before I come from the woods andgot on the car.
Q What woods did you come out of? A It is only ashort way from Vancouver.
Q What do you mean when you say you hid yourself in a box? A I got on the train while it was slowly running.
Q What part of the train did you get onto? A The second car of the train.
Q How did you hide yourself? A I saw there was a box and so I hid myself in that.
Q Was the box locked? A No, it was locked after I got into it.
Q What was in the box when you got into it? A The other fellow was in there before I got there.
Q He says you both got in the same time? A He just said so, but he was in the box before I saw the box.
Q Who told you the train was going to the United States? (Applicant is very reluctant in answering and answers the questions in a very evasive manner) A Some Chinaman said so.
Q Where did you see these Chinamen? A In Chinatown.
Q You had talked over with some of them about this train going to the United States? A Some of the fellows were there pointed out that train was going to leave for the United States.
Q Were they whitemen? A No, Chinamen.
Q Did you ask any whiteman about this train going to the United States? A No.
Q You knew that Chinese laborers could not be admitted to the United States lawfully and if they wanted to get into the United States they had to be smuggled in, did you not? A I do not know.
Q If you didn't know whether they could be admitted or not why didn't you travel by the regular passenger train, by the regular car? A The ticket agent wouldn't sell me the ticket.
Q How do you know? A Because I tried it.
Q Did you try to buy tickets? A Yes.
Q Where? (No answer for a long time) No I didn't try to buy any ticket, as I intended to smuggle into the United States, for I knew that I was not allowed to go to the United States.
Q Isn't it a fact that arrangements were made with a whiteman to put you in this box, so that you could be concealed when you went across the line into the United States? A No.

DESCRIPTION: 5'6-1/4", hair mole cheek front right ear, faint scar left cheek, pit left jaw, two pits hair line forehead, lobes of ears irregularly formed, shows upper teeth.

Q Are you ready to swear that you were not put in the box with the other Chinaman? A He was in the box when I got there.
Q Was this Chinaman who was with you the same Chinaman who was taken out of a box on an engine about six weeks ago, at another station up the line here? A No.
Q Were you taken from a box, from an engine, about six weeks ago, when you tried to smuggle into the United states once before? A No.
Q After you got into the box was it opened by anyone? A No.
Q Was it day or night when you got into the box? A About midnight.

Witness J. C. Adams called.

Q What is your name? A Adams.
Q First name? A J. C.
Q What is your business or profession? A Canadian Custom Officer at White Rock.
Q Can you identify this man as the one taken from the box of engine, C. N. 273, March 30th? A Yes, I identify him as the same man, I could identify him anywhere.

Q (To alien) Was this box on the engine part or in the car part of the train? A Not a car.
Q What time of the day was it when you got into this box?
A It was about midnight, I want to correct my statement that I made before that I came out from the woods, it was about 3 o'clock when I was arrested.
Q Can you understand English? A No.
Q In the night? A In the afternoon.
Q And when did you get into the box? A About midnight.
Q How long were you in the box before you were arrested? A I entered the box about midnight and was found in the box the next afternoon about three o'clock.
Q Are we to understand that you and the other fellow got in at the same place? A I don't know where he entered the box, he was already there when I was there.
Q The train was moving when you got on? A Yes, very slowly moving.
Q Was it night or day when it was moving? A Just a little after dark at night.

Q Do you know the number of the engine you came down on? A I don't know.
Q Was this engine attached to a passenger train? A Yes, attached to several cars.

Mong Git recalled:-

Q Do you desire to make any change in your statement, I will ask you some further questions to give you a chance to make any further change in your statement youwish.
Q Did you have any talk with any whiteman in Vancouver before leaving to come to the UnitedStates? A Yes, I saw one white fellow frequently around the railroad station in Vancouver and I asked himwhether he would want to take me to the United States He said that he would if I would give him a $20.00 gold piece. I told him thatI didn't have the money but I gave him $15.00 and he pointed out to me the car and told me that there was a box in there, where I could hide myself in and I went up there and entered the box.
Q Can you recognize that man? A Yes, I would probably recognize him. It was dark, probably about midnight, and the other fellow entered the box sometime after the train left.
Q About how many hours would you say after you got into this box before you felt the train leaving? A I entered the box sometime in midnight and the train didn't, and I didn't feel the train moving until the next day, in the broad day-light.
Q Did the engine move around any after you got into it? A The engine moved sometime in the morning or just a little before thetrain started.
Q Did you see anyone look into the box before you heard the hammer when they broke the lock here? A No.
Q I am going to bring in a man in here, and I want you to take a look at him. (Engineer McGregor brought in) Was that one/the fellows you talked with? A No.

Certified correct,

Charles H. Dunkel Jr.
Stenographer.

Form 541
U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

MEDICAL CERTIFICATE

Port of Blaine, Wash.,

Date, May 16, 1914

Name, Wong Gib Age, 27 Sex, Male

Native of China Race, Chinese Date arrival, May 16, '14

S. S. G. N. Ry. Class, Manifest No.

This is to Certify That the above-described person has this day been examined and is found to be afflicted with Trachoma

(Copy) (Sgd) C. E. McKinnis, Surgeon,

", "

", "

14—220 U. S. Public Health Service.

Form 541
U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

MEDICAL CERTIFICATE

Port of Blaine, Wash.,

Date, May 16, 1914

Name, Wong Bow Age, 30 Sex, Male

Native of China Race, Chinese Date arrival, May 16, 1914

S. S. G. N. Ry. Class, Manifest No.

This is to Certify That the above-described person has this day been examined and is found to be afflicted with

Scabies, Class A.

Copy (Sgd) C. E. McKinnis, Surgeon,

", "

", "

14—220 U. S. Public Health Service.

Department of Commerce and Labor

Confirmation of Telegram

Office of Inspector in Charge

Port of Blaine, Washington

Western Union

May 16, 1914.

Immigration,
Washington, D. C.

Wadding Heng Git, afflicted trachoma; Weng Bow, afflicted scabies, ethical. Admit having arranged for surreptitious entry previous to leaving Vancouver, Canada; also both cases likely public charge. Relegate twenty. Answer Blaine.

Zurbrick

- -

Attest:

Sgd: John L. Zurbrick,

Inspector in Charge

The above is an official copy of telegram sent this day.

Inspector in Charge.

No. 205
Ed. 1-9-13—400,000

Department of Commerce and Labor

THE WESTERN UNION TELEGRAPH COMPANY

Washington D C May 18th, 1914.

Immigration Service,

Blaine, Wash.

Arrow Heng Git and Weng Bow, dactyl, liken, ethical erudite. Relay twenty each.

J. B. Densmore.

Acting Secy.

11:45 am

No. 205
Ed. 1-9-13—400,000

DEPARTMENT OF LABOR

U. S. Immigration Service

Blaine, Washington,
May 16, 1914.

Proceedings before U. S. Commissioner George Montfort, at Blaine, Washington, May 16, 1914, in the case of

GEORGE NELSON

charged with smuggling two Chinese into the United States.

PRESENT:-

George Montfort, Esq., UnitedStates Commissioner;
John L. Zurbrick, Inspector in Charge, Vancouver, B. C.
Henry Chin King, Interpreter in Chinese.
Chas. W. Durkee Jr., Stenographer.

Complaint read by the defendant.

Commissioner to defendant:-
Q Are you guilty or not guilty? A Not guilty.

Commissioner:-
Witness, T. J. Davidson sworn, testified:-

Mr. Zurbrick:-
Q What is your name? A Thomas J. Davidson.
Q Where do you reside? A Blaine.
Q What is your occupation? A Watchman, Immigration Service.
Q Were you on duty on the arrival of Great Northern 273 yesterday?
A I was.
Q Will you please state to the Court what, just what your experience was with reference to your duties inspecting that train? A I go forward there to the engine, to the rear of the engine, the tender and ask the boys that is taking water in the engine there, for the engine, to open the box and let me see if there is anything in it, any Chinese or any aliens. As a rule they open the box and he tells me whether there is anything or not, or let me see. In this case I stood there for the usual signals and replies and didn't get it. This man came down off the tender--
Q What man do you refer to? A Geo. Nelson, the fireman, I believe, he came down on the ground and I asked him how was the box, how about the box, and he said it is all right. He said, 'I opened it at Whiterock and there is nothing in it.' 'I opened it at Whiterock.'

Q Did you look into the box yourself? A No, I didn't.
Q Why didn't you? A Because I hadn't got around to that yet. At this particular time I said that is a good idea to look in the box at White Rock and also a good idea to look in at Blaine. This man, Mr. Strench was coming and I stayed until he came down and--
Q Don't tell what he did, is that complete what you did? A Yes. Strench asked me about the box and I told him the same as the fireman had told me; that he had examined the box at White Rock and there was nothing in the box.
Q (To Mr. Strench) Did Mr. Nelson make any effort to open the box for you? A No.
Q (Davidson)Did you notice whether or not it was locked? A I did not at that time.
Q (To Geo. Nelson) Have you an attorney, Nelson? A No, I have never had no chance to get an attorney.

Commissioner:- Q Do you want an attorney? A Yes.
Q If he wants an attorney we will have to wait.
Q (To Nelson) Do you want an attorney from Blaine? A I want an attorney from Seattle.
Q From Seattle do you? A Yes.
Q In that case it would only be right to adjourn this hearing.

Mr. Zurbrick:- (To Nelson) This is a preliminary hearing?
A If it is a preliminary hearing, all right you go ahead.
Q You may ask Mr. Davidson any questions you want to, do you want to ask any.

Defendant Geo. Nelson:- (To Davidson, the witness) Did I ask you, did I tell you I opened the box at White Rock? A Yes sir.
Q I think you are mistaken, that was the trip before? A No sir, that is what you told me yesterday.
Q I said I generally always open the box at White Rock.

Mr. Zurbrick:- Don't get into an argument, do you want to ask him any more? A No.

Commissioner:- Witness W. G. Strench called, sworn, testified:-

Mr. Zurbrick:-
Q What is your name? A William G. Strench.
Q You reside where? A Blaine, Wash.
Q What is your occupation? A Immigrant Inspector, U. S. Immigrant Inspector.
Q In the performance of your duties is it incumbent upon you to inspect Great Northern trains arriving from Canada? A Yes sir.
Q Did you assist in the inspection of Great Northern 273 yesterday? A Yes sir.

Q Please recide for the information of the Court, what you did, what experience you had? A After I got through inspecting the front of the train, the passengers, I went forward to the engine, and I saw the Watchman, Davidson there, at the engine, and I asked him whether he had seen the inside of the box and he said no, and the fireman was down there, at the same time, on the ground, along side of the engine.

Q You refer to-- A Fireman George Nelson.

Q The defendant? A Yes sir, and he said there wasn't anything in the box but jacks and chains, and that a man couldn't lay in there anyway with the jacks and chains in there, and I told him I had to see the box anyway, and I climbed on back of the tank there, and he climed on in front from the engine, and he got up a moment after I did, and he was leaning over on the box; I noticed the lock on t he box, and I said who has got the keys to this lock, and he said the box was locked at Interbay, and the keys are at Interbay, and I asked him whether the engineer had a key and he said the keys are at Interbay, and that it was locked at Interbay. I tried to peek through the cracks in the box to see if I could see any one, but I could not I noticed his glove was shaking, hand was shaking and I suspected something. I got off the engine and I went back to the office and met Mr. McCullough, and told him my suspicions, and that there was a lock on the box, and he said to break the lock, and I went to the Conductor, Bass, and told him there was a lock on the box, and he said, who's got the key, and I said the fireman said the key was at Interbay, and he said 'bust the God damn thing then.' And I climbed back on the tank and the fireman came over from the front side, from the engine with a cold chisel and hammer, and he gave her about six or eight raps, and the lock came off and there were two Chinese in there, and he said get out of there-

Q Who said get out? A The fireman, and I took them to the office and locked them up.

Q Where is Interbay? A It is a place near Seattle where they have a Great Northern Round House, suburb of Seattle.

Mr. Zurbrick:- I wish to present to the Court the two Chinese and ask Mr. Strench if he identifies the two Chinese as the Chinese taken from the box referred to? A Yes sir. (Chinese presented)

Q (To Strench, the witness) Inform the Court, tell what you mean by this box? A It is the box on the tender of the engine, just between the water spout hole, and the front part of the engine, a long box, I should say eight, seven feet long possibly, and they usually keep jacks and chains in there, but in this particular case there were no jacks andchains in the box, the jacks and chains were on the top of the engine on the tank .

Defendant:-
The reason I said about the box being locked, I didn't know but that engine was held out for repairs, and that maybe some

other crew had the engine out andrun some place and had kept oil and other things inthere and had locked it up to keep someone else from stealing.

Mr. Zurbrick:- I wonder if the defendant wishes to make a statement.
Commissioner:- We will ask him that later, if he wants to put in testimony afterwards.

Mr. Zurbrick:- (To defendant) Do you want to ask him anything?
A No, that is all I have to give.

Commissioner:-
Interpreter and two Chinese witnesses sworn.

Mr. Zurbrick:- (To Chinese witness)
Q What is your name? A Hong Git.
Q Are you a citizen of the United States? A No.
Q Where were you born? A China.
Q Explain to the Court the reason for your being here at the present time? A I met a white man and I asked him whether he wanted to take me to the United States. He promised me he would if I would give him a certain sum of money and I gave him the money and he pointed out me the way to come here.
Q Were you arrested? A Yes, I was found in the car, in the box.
Q Were you trying to smuggle yourself into the United States?
A Yes.
Q Do you identify this man, this inspector (indicating Mr. Strench) back of you as the inspector who took you out of the box, and put you under arrest? A No, I do not recognize him as I didn't try to look who that fellow was who took me out of the box.
Q You got into the box in Vancouver for the purpose of smuggling yourself into the United States? A Yes.
Q (To the defendant) Do you want to ask him anything, Nelson?
A No.

Mr. Zurbrick:- (To other Chinese witness)
Q What is your name? A Wong Bow.
Q Where were you born? A China.
Q Are you a citizen of the UnitedStates? A No.
Q Where were you arrested? A Just a little way below here.
Q Do you know why you were arrested? A I don't know the name, just right here.
Q Do you know why you were arrested? A I tried to enter the UnitedStates.
Q Did you try to enter theUnitedStates without inspection?
A Yes, I tried to smuggle into the UnitedStates.
Q Where were you in the train when you were arrested? A I was in the box.

Q Where did you get into this box, what city, near what city?
A Near the woods just a little way from Vancouver.
Q You refer to Canada, Vancouver, British Columbia? A Yes.
Q (To defendant) Do you want to ask him anything? A No.

Q (To Witness Strench) Where does Great Northern No. 273 come from? A Vancouver, B. C.
Q It is an International train? A Yes sir.

Commissioner (To defendant)
Q Mr. Nelson, do you want to testify in this case yourself, be sworn and testify. It is only a preliminary, there will be another occasion besides this? A Then I better wait, it is all one sided here.
Commissioner:- You are bound over then and placed at bail of $1,000.

Certified correct,

Charles N. Durkee Jr.
Stenographer.

DEPARTMENT OF LABOR

U. S. Immigration Service

Blaine, Washington,
May 16, 1914.

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Q (Davidson)Did you notice whether or not it was locked? A I did not at that time.
Q (To Geo. Nelson) Have you an attorney, Nelson? A No, I have never had no chance to get an attorney.

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Q If he wants an attorney we will have to wait.
Q (To Nelson) Do you want an attorney from Blaine? A I want an attorney from Seattle.
Q From Seattle do you? A Yes.
Q In that case it would only be right to adjourn this hearing.

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Q I think you are mistaken, that was the trip before? A No sir, that is what you told me yesterday.
Q I said I generally always open the box at White Rock.

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Q In the performance of your duties is it incumbent upon you to inspect Great Northern trains arriving from Canada? A Yes sir.
Q Did you assist in the inspection of Great Northern 273 yesterday? A Yes sir.

Q Please recide for the information of the Court, what you did, what experience you had? A After I got through inspecting the front of the train, the passengers, I went forward to the engine, and I saw the Watchman, Davidson there, at the engine, and I asked him whether he had seen the inside of the box and he said no, and the fireman was down there, at the same time, on the ground, along side of the engine.

Q You refer to-- A Fireman George Nelson.

Q The defendant? A Yes sir, and he said there wasn't anything in the box but jacks and chains, and that a man couldn't lay in there anyway with the jacks and chains in there, and I told him I had to see the box anyway, and I climbed on back of the tank there, and he climed on in front from the engine, and he got up a moment after I did, and he was leaning over on the box; I noticed the lock on t he box, and I said who has got the keys to this lock, and he said the box was locked at Interbay, and the keys are at Interbay, and I asked him whether the engineer had a key and he said the keys are at Interbay, and that it was locked at Interbay. I tried to peak through the cracks in the box to see if I could see any one, but I could not I noticed his glove was shaking, hand was shaking and I suspected something. I got off the engine and I went back to the office and met Mr. McCullough, and told him my suspicions, and that there was a lock on the box, and he said to break the lock, and I went to the Conductor, Bass, and told him there was a lock on the box, and he said, who's got the key, and I said the firemen said the key was at Interbay, and he said 'bust the God damn thing then.' And I climbed back on the tank and the fireman came over from the front side, from the engine with a cold chisel and hammer, and he gave her about six or eight raps, and the lock came off and there were two Chinese in there, and he said get out of there-

Q Who said get out? A The fireman, and I took them to the office and locked them up.

Q Where is Interbay? A It is a place near Seattle where they have a Great Northern Round House, suburb of Seattle.

Mr. Zurbrick:- I wish to present to the Court the two Chinese and ask Mr. Strench if he identifies the two Chinese as the Chinese taken from the box referred to? A Yes sir. (Chinese presented)

Q (To Strench, the witness) Inform the Court, tell what you mean by this box? A It is the box on the tender of the engine, just between the water spout hole, and the front part of the engine, a long box, I should say eight, seven feet long possibly, and they usually keep jacks and chains in there, but in this particular case there were no jacks andchains in the box, the jacks and chains were on the top of the engine on the tank .

Defendant:-
The reason I said about the box being locked, I didn't know but that engine was held out for repairs, and that maybe some

other crew had the engine out andrun some place and had kept oil and other things inthere and had locked it up to keep someone else from stealing.

Mr. Zurbrick:- I wonder if the defendant wishes to make a statement.
Commissioner:- We will ask him that later, if he wants to put in testimony afterwards.

Mr. Zurbrick:- (To defendant) Do you want to ask him anything?
A No, that is all I have to give.

Commissioner:-
Interpreter and two Chinese witnesses sworn.

Mr. Zurbrick:- (To Chinese witness)
Q What is your name? A Hong Git.
Q Are you a citizen of the United States? A No.
Q Where were you born? A China.
Q Explain to the Court the reason for your being here at the present time? A I met a white man and I asked him whether he wanted to take me to the United States. He promised me he would if I would give him a certain sum of money and I gave him the money and he pointed out me the way to come here.
Q Were you arrested? A Yes, I was found in the car, in the box.
Q Were you trying to smuggle yourself into the United States?
A Yes.
Q Do you identify this man, this inspector (indicating Mr. Strench) back of you as the inspector who took you out of the box, and put you under arrest? A No, I do not recognize him as I didn't try to look who that fellow was who took me out of the box.
Q You got into the box in Vancouver for the purpose of smuggling yourself into the United States? A Yes.
Q (To the defendant) Do you want to ask him anything, Nelson?
A No.

Mr. Zurbrick:- (To other Chinese witness)
Q What is your name? A Wong Bow.
Q Where were you born? A China.
Q Are you a citizen of the UnitedStates? A No.
Q Where were you arrested? A Just a little way below here.
Q Do you know why you were arrested? A I don't know the name, just right here.
Q Do you know why you were arrested? A I tried to enter the UnitedStates.
Q Did you try to enter theUnitedStates without inspection?
A Yes, I tried to smuggle into the UnitedStates.
Q Where were you in the train when you were arrested? A I was in the box.

Q Where did you get into this box, what city, near what city?
A Near the woods just a little way from Vancouver.
Q You refer to Canada, Vancouver, British Columbia? A Yes.
Q (To defendant) Do you want to ask him anything? A No.

Q (To Witness Strench) Where does Great Northern No. 273 come from? A Vancouver, B. C.
Q It is an International train? A Yes sir.

Commissioner (To defendant)
Q Mr. Nelson, do you want to testify in this case yourself, be sworn and testify. It is only a preliminary, there will be another occasion besides this? A Then I better wait, it is all one sided here.
Commissioner:- You are bound over then and placed at bail of $1,000.

Certified correct,

Charles W. Durkee Jr
Stenographer.

DEPARTMENT OF LABOR

U. S. Immigration Service

Blaine, Washington,
May 16, 1914.

Proceedings before U. S. Commissioner, George Montfort, at Blaine, Washington, May 16, 1914, in the case of

Engineer McGregor

charged with attempting to smuggle Chinese into the United States.

PRESENT:-

GeorgeMontfort, Esq., United States Commissioner,
John L. Zurbrick, Inspector in Charge, Vancouver, B. C.
Chas. W. Durkee Jr., Stenographer.

Commissioner:- (To McGregor) Q You are charged here with the bringing into the UnitedStates on the 15th day of May, two alien Chinese, not entitled to enter the United States, according to the Revised Statutes, made and provided; are you guilty or not guilty? A Not guilty.

Witnesses Strench and Cornish sworn:-

Commissioner:- Mr. McGregor do you want to have your hearing now, or do you want to have an attorney? A I don't care, I will have it now.

Witness Davidson, sworn:-

Mr. Zurbrick:-
Q Mr. Davidson, you are watchman, U. S. Immigration Office at Blaine? A Yes sir.
Q State what you know relative to the taking of two Chinese from an engine, about two years ago? A I know there was two taken from the engine tool box, back end of the engine, at that time.
Q Can you recollect who was the engineer at that time? A I do.
Q Who was it? A Mr. McGregor.

Mr. Zurbrick (To defendant Peter McGregor) Do you want to ask him any questions? A No sir.

Mr. Zurbrick:- (To witness Cornish)
Q What is your name? A John C. Cornish.
Q You reside where? A At present in Blaine.

Q What is your business or occupation? A Immigrant Inspector, Canadian.
Q Where are your headquarters? A White Rock, B. C.
Q Please state for the information of the Court any observation or experience you had recently with reference to Chinese taken from an engine at White Rock? A On 273, I don't remember the exact date, I was on the train, in the baggage car, coming home to Blaine, and another of our inspectors called out that there was a hobo on the rear part of the engine. I naturally looked forward to see who he was. I saw the brakeman getting up the near side, left side of the engine and I went and looked out the opposite door of the baggage car, on the water side and I saw two Chinamen getting down back of the engine and run in the berry bushes along side of the road. They remained in White Rock and I went onto Blaine.
Q This train was running in what direction? A Running South to the United States.
Q Do you know who the Engineer was on that train? A Mr. McGregor.

Q (To Defendant) Do you want to ask himanything? A No.

Commissioner:- (To Witness Cornish) what date did yousay that was?
A I don't remember the exact date, just about amonth ago. I didn't take any particular recordof it at that time as I thought it was nothing I would ever have to remember.

Mr. Strench called:-

Mr. Zurbrick:- Your occupation? A U. S. Immigrant Inspector, Blaine.
Q Recite for the information of the Court the experience you had with Chinese taken from an engine on the 15th of this month?
A There were two Chinese taken from the tool box of the engine, attached to train 273 and arriving at Blaine at about 2 o'clock on that afternoon. I was at the box when they were apprehended. The engineer was Mr. McGregor, fireman, George Nelson.
Q (To Mr. McGregor) Mr. McGregor? A No.

Q (To Mr. Cornish) Mr. Cornish do you know the firsman on the day the Chinese were taken from the engine at White Rock?
A Mr. Nelson.
Q Davidson, in your case? A Yes.

Q (To Mr. Nelson) Do youwant to ask him anything Mr. Nelson? A No.
Mr. Zurbrick:- This is our case.
Commissioner:- The defendant is discharged.

Certified correct,

Charles H. Dunkley

Stenographer

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
SEATTLE, WASH.

No. 4208.

May 23, 1914.

Commissioner-General of Immigration,
Washington, D. C.

Two Chinese were arrested a few days ago at Blaine, Washington, by Immigrant Inspector Wm. C. Strench, and delivered to this station for safe keeping. The arrest of these Chinese has undoubtedly been reported to you by the Blaine office. I understand that they were found in a tool box on an engine operated by Peter McGregor and George Nelson.

Inspector Fisher, at the request of the Inspector in Charge at Vancouver, has rendered assistance in securing information regarding McGregor and Nelson to present to the Federal Grand Jury

I inclose you herewith copy of a letter from Inspector Fisher stating that McGregor and Nelson had been indicted and their bond to be fixed in the sum of $2000 each. Nelson was arrested some days ago and McGregor will be arrested on his return from Vancouver today.

Commissioner.

Copy respectfully furnished to Richard H. Taylor, Castle Inn, Buffalo, N. Y. for his information.
Copy respectfully furnished Inspector in Charge, Vancouver, B. C. for his information.

John H. Sargent.
Acting Commissioner.

[illegible] 209-S. Buffalo, N.Y., May 30, 1914.

Inspector in Charge,
U. S. Immigration Service,
Vancouver, B.C.

Receipt is acknowledged of your letter No. 2430, dated May 23, 1914, transmitting copy of report to the Commissioner of Immigration, Montreal, concerning the apprehension of Engineer Peter J. McGregor and Fireman George Nelson by Inspector Strench and Watchman Davidson while attempting to bring HONG GIT and WONG BOW into the United States concealed in the tool box of engine attached to Great Northern train No. 273; copies of hearing in the case of McGregor and Nelson before U. S. Commissioner George Montfort, and advising that the Federal Grand Jury had returned an indictment against both of those defendants, which information is gratifying indeed and the outcome of the case will be watched with interest.

Engineer Billy Low and Nelson have been under surveillance by the Seattle office for some time in connection with information to the effect that they were smuggling Chinese into the United States in the tool box of the engine upon which they worked, and the latter office was recently instructed to request you to keep their engine under secret surveillance while in Vancouver for the purpose of detecting persons engaged in concealing Chinese as indicated.

In connection with the foregoing it is noted that the matter was reported direct to the Commissioner of Immigration at Montreal and a copy

of said report forwarded to me. In this connection your attention is invited to Bureau instructions to the effect that all reports having to do with Chinese smuggling operations should be sent to me direct and copies forwarded to the Commissioner of Immigration at Montreal for his files.

In the future whenever arrests are made in connection with the smuggling of Chinese into the United States, please wire me with as little delay as possible the names of all persons apprehended, together with a brief history of the case, in order that I may promptly and intelligently communicate with others who may be working on the same matter.

Please convey to Inspector Strench and Watchman Davidson my sincere appreciation of their good work in reference to the arrest of these smugglers and assure them that such results are very gratifying to the Bureau.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
SEATTLE, WASH.

No. 4208 June 1 0

May 27, 1914.

Richard H. Taylor,
Castle Inn, Buffalo, N. Y.

I inclose you herewith copy of a letter from Inspector Thos. M. Fisher dated May 18th regarding the case of George Nelson who was arrested a few days ago charged with attempting to smuggle two Chinese into the United States in the tool box of his engine.

Attached to Inspector Fisher's report is a translation of a letter written by one Ng Chung Sang to Mr. Chin Shuck.

Henry M White
Commissioner.

JHS-WH

Incl.

Department of Commerce and Labor

Mr. Taylor:-

Through an oversight the attached letter was not mailed you earlier.

J. H. Sargent.

No. 208
Ed. 7-2-12—600,000

4308.

U. S. IMMIGRATION SERVICE
RECEIVED MAY 14 1914

May 18,1914.

SEATTLE, WASH.

Commissioner of Immigration,

Seattle, Washington.

Adverting to the case of George Nelson alias "Bat" Nelson, locomotive fireman now under arrest on a charge of smuggling chinese into the United States, and concerning whom I made a report under date of May 7th and 14th, which reports in view of the facts now known were in some respects erroneous due to the fact that I took my informers word for it that certain things were correct rather than to run the chance of exciting suppsicion by making inquiries, for instance Nelson was reported by me as fireing for Billie Low, I find now that he formerly did fire for Low but recently changed and has been fireing for Pete McGregor, McGregor and Low have both been without question engaged in smuggling for a considerable period.

Inspector Strench of Blaine, who made the arrest in the Nelson case came to this city yesterday and immediately called me by phone and requested me to meet him, which I did, he then requested me to assist in obtaining evidence against Nelson and also to try to obtain evidence against McGregor, stating that he was instructed by his superior officer to call on me. I accordingly went with Inspector Strench to the Roundhouse at Interbay and interviewed several employees including Mr.Obrien, foreman of the roundhouse. The object being to off set certain statements made by Nelson and McGregor at the time of the arrest at Blaine and later at the commissioner's hearing. For instance Nelson claimed that the tool box, in which the chinese were found, had been locked when they took the engine at Everett enroute north and had not been opened since to his knowledge, that neither he or McGregor had keys to it, this statement can be prooved false by the roundhouse employees at Interbay who state that the tool box was not locked by them and that they never look said boxes nor furnish looks for them, that if they are ever locked the engineer and fireman furnish their own looks and lock the box themselves. Nelson's statement that he supposed the crew that had that engine just before he and McGregor took it had left some oil in the box and accordingly left it locked can be prooved false as the Roundhouse records show that McGregor and Nelson are the only ones having that engine for a month last past. Insp'r Strench and I then proceeded to the Diller hotel where we found that Nelson had mooved to some place unknown, we then went to the Davenport Hotel where Nelson formerly lived and I talked to the land lady, Mrs Hudson, learned from her that when Nelson mooved from there he owed a bill and she refused to let him

take his effects away, he however had already removed the most of them but what was left she put in a box and had stored. I got her to allow me to look them over and found a number of letters, of little or no importance, but found one letter in a sealed envelope addressed in English to the Quen Wo.Co, on Canton St., Vancouver,B.C., in which were two letters written in Chinese. I procured these letters from Mrs.Hudson and had the chinese ones translated by Interpreter Quan Foy, a copy of the translation is herewith enclosed.

At Inspector Strench's request I this date visited the United States Attorney's office and had a talk with Assistant District Attorney Martin Re this case, Mr.Martin agreed ~~mx~~ not to present it to the Grand Jury, now in session until about the end of the session which will be towards the end of next week, the object being to give a little time to enable us to obtain all the evidence possible in order to indict McGregor with Nelson.

Later to-day I visited a lodging house located at 710 Olive St., where I had learned that Nelson had been lately living, the land lady, whose name is Crow, admitted that Nelson had been rooming there for some little time, claimed that he rented a room by the night, that he had no effects in said room with the exception of a collar and tie, she acted very queer throughout our conversation, as though she was hiding something and certainly very unwilling to impart any information more than she could possibly help. She finally admitted that she had turned what things Nelson had left there,upon his departure for Vancouver the trip on which he was arrested,over to a Mrs.Nora Waldon who was also rooming there, she further admitted that said Mrs.Waldon had received a letter from Nelson from Blaine after his arrest, her mind was very hazy however as to the contents of said letter. I made some inquiries around that house later and am of the opinion that Nelson has been living with this Mrs.Waldon and that whatever incriminating matter he may have had in that house the Waldon woman destroyed or hid upon receipt of the letter from Blaine.

I am satisfied that Billie Low, mentioned in my previous reports is bringing chinese over from time to time, but I again urge that the proper place to watch these people, as well as the men handling chinese on the steamships "Umatilla" and"City of Pubela" is at the other end of the line, then if the men are seen placing chinese aboard their claim that they were aboard without their knowledge would not hold in court, it should also be easier to watch them at that end than at this.

THOS. M. FISHER
Immigrant Inspector.

Translation.

To Mr.Chin Shuck:

I beg to inform you that the bearer is a white friend of mine who often goes to Vancouver to bring back with him to America some goods. If he cannot get any goods to bring over, he may bring some men over. I hope you will inform all your friends.

Signed: Ng Chung Shang.

Dated 24th day of 12th month, Republic 2.

***

Western Union Telegraph Co.

Buffalo, N.Y., June 1, 1914.

Immigration,
Seattle, Washington.

If Ng Chung Shang can be identified as author of letter prosecute him conspiracy with Nelson and McGregor.

TAYLOR.

Attest:

Immigrant Inspector.

1914.

7401-C.

#5

Buffalo, N.Y., May 24, 1914.

No. 209-S.

Commissioner of Immigration,
Seattle, Washington.

Judging from the reports of Inspector Fisher and Watchman Patterson, the way in which they are attempting to shadow Bayne is totally ineffective; they simply visit saloons or pool rooms where Bayne hangs out and if he is found there to watch him until he goes home; if he is not at such places they have no means of knowing whether he is smuggling Chinese or what not. It appears that he has advised his confederates in Vancouver of the activities of your officers, which plainly indicates that he is aware of the fact that they are attempting to watch his movements. It is suggested that you abandon the present method of attempting to keep this man under surveillance; locate Lortie's boat and make new confidential arrangements to keep it, and Bayne's boat, under secret surveillance, advising me immediately by wire when either leave Seattle, and follow them as previously suggested, keeping at a sufficient distance so as not to permit them to discover your movements.

Adverting to my letter of April 9, 1914, you are again requested to turn over to Inspector Turner all information in your possession regarding Steve Barker and Frank Stone and detail him to work exclusively on these two men until it is definitely determined just what they are doing; also please instruct Interpreter Tape to secure the information previously requested concerning Malloy together with such other facts as he may be able to develop.

Your attention is also called to the fact that no report has been received

regarding the apprehension of the two Chinese found in the engine tool box at Blaine and the subsequent arrest of the fireman in connection therewith, although this occurred over ten days ago.

In the future please wire me immediately full particulars concerning the arrest of any one implicated in Chinese smuggling operations in order that I may be able to immediately communicate, intelligently, with officers who may be working on the same matter.

Your attention is also called to the failure of the officers engaged on Chinese work to submit reports each day; as the necessity for keeping me promptly advised cannot be overestimated, these reports should be written promptly and mailed to me as requested, instead of sending several at one time. As these officers' reports show they spend considerable time, each day, at the office "writing reports", it would appear that the delay results from a failure to mail same promptly.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

June 2 0

OFFICE OF THE COMMISSIONER
SEATTLE, WASH.

May 29, 1914.

Special Immigrant Inspector Taylor,
Castle Inn,
Buffalo, New York.

Your letter of May 24th received and contents noted. I observe that you are dissatisfied with the shadowing of Bayne as done by Inspector Fisher and Watchman Patterson. In my judgment, the shadowing of Bayne was done properly, but if such was not done to your satisfaction I would be glad to have more detailed instructions as to how it should be done. They visited the saloons, poolrooms, and his home; located him and shadowed him the entire time he was absent from his home, thus going to the saloons and poolrooms where he frequented. This work became too burdensome, and, as later suggested by you, we resorted to another method which was watching his boat. This I take it is in accordance with your desires. Inspector Fisher has for quite a long time attempted to locate Lortie's boat, as suggested by you, but so far has been unable to locate it. There has been additional developments in this matter as you will observe from Inspector Fisher's report. We will wire you when any new developments arise, and it is my desire to keep you advised as to the progress of the work here and as to all new developments. These men may have been delayed in submitting their daily

reports, but you must remember that they have been on duty a great deal of the time. putting in more hours than required of other men in the Department, and the matter of writing up their daily reports has become somewhat burdensome because they have been requested to go into detail, but these reports will be mailed to you promptly.

You will receive a report from Inspector Hunter relative to the progress of the Barker and Stone matter at Olympia. I have not detailed Inspector Turner on this work, and I have taken this matter up with the Department at Washington City. To detail him to this work at the present time would demoralize the work of the district, and there is no reason in my mind for removing Inspector Hunter from this work which he has done satisfactorily, and placing it in the hands of Inspector Turner. Inspector Turner has been detailed to special work more than any one else in the district. He has not shown any marked ability in work of this kind because he has not been able to accomplish anything along the line of Chinese smuggling, and it is impossible for one to say that he is especially proficient in this work. You were here when Inspector Hunter was detailed on this work, and it was at your instance that he was taken out of the office and placed at Chehalis. Until I receive direct instructions from the Bureau as to this matter I reserve the right to be the judge of who is to be detailed to special work in this district. It is my desire to follow your instructions specifically and to assist you in every way possible, but I do not desire to have our work disorganized by reason of following

out your specific instructions. You will note that Barker and Stone have not yet completed the construction of their boat, and they are not in a position to do smuggling until the boat has been completed. I am personally acquainted with the Chief of Police at Olympia and have every confidence in his integrity. We have made arrangements to send a watchman from Tacoma to keep constant watch on these suspects when the conditions warrant the same.

I did not detail Interpreter Tape to see Special Agent Channing, as suggested by you, but I did this work in person, and I have seen him repeatedly since that time, and have made use of all the information secured, but his knowledge is very meagre, and was not of any benefit to us so far.

I notice your statement that no report has been received regarding the apprehension of the two Chinese found in the tool box of the engine at Blaine. Blaine is under the jurisdiction of Montreal, as you know. According to your detail you have the same jurisdiction over Blaine you have over this office, and I went on the assumption that Blaine or Vancouver would communicate with you directly concerning this matter. As to the subsequent events, to wit, the arrest and indictment of the engineer and fireman, all the facts were contained in Inspector Fisher's report which has been forwarded to you. I am sorry that a report of the Blaine matter has been delayed in reaching you. The reasons for my failure to report it at once are as above outlined.

I desire to call your attention to the fact that Watchman

Patterson has been engaged in Chinese smuggling matters exclusively, and that Inspector Fisher has been engaged almost exclusively in this work, and Inspector Wood has done some work in this regard. I also desire to say that Inspector Weiss has been taken from this district and our work outside of Chinese smuggling in Seattle has been crippled considerably. It is necessary for these officers to keep up their work in connection with this office, and if some of your work as to Chinese smuggling is not done as promptly as you would have it done, it will simply be because the inspectors are unable to reach all the work.

You have the cooperation of this office in every respect. I will carry out your instructions and suggestions as carefully as possible, but I ask the right to exercise my judgment as to detailing men in this district to do this work. I did not understand that this power had been taken away from me. I believe that I know the personnel of the officers in this district better than you, and I believe that I am more in touch with the work of the district and better able to do the work of detailing the different men. I notice in Bureau's letter of May 19th that they state, "or the man most available". I consider Inspector Hunter most available for doing the work at Olympia, and I believe that I was more available to interview Mr. Channing than was Interpreter Tape.

Henry M White
Commissioner.

HMW/WC

Continued from

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heretofore

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

No. 53788

SUBJECT:

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CONTINUED UNDER

53788-g

HEREAFTER

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF.....

CONFIDENTIAL. PORT OF Buffalo, N.Y., June 8, 1914.

No. 309-L.

Commissioner General of Immigration,
Washington, D.C.

There are submitted herewith, for filing, the following copies of reports and other correspondence regarding Chinese smuggling opertaions in Southern California:

1. Copy of report from Inspector Weddle and Inspector Miller to Inspector in Charge Connell dated May 25, 1914, advising that the launch "Chautauqua" is unknown in the vicinity of San Diego; that the name is probably "Klatawa", controlled and operated by Richard and Niles Loman, notorious smugglers of Wilmington, California and probably owned by "Pat" Watson, a rancher near Wilmington, California; that this boat was recently seen in the vicinity of Anaheim and Alamitos Bay and is doubtless engaged in Chinese smuggling operations.

2. Copy of notice sent by Inspector Weddle, San Diego, to officers along the California coast transmitting photographs of launches "Santa Barbara", "May", "Aurora" and "Blue Star", and advising that the "Santa Barbara" was recently sold to the fish canning people of San Diego and will be run by a Japanese crew; that the "May" formerly belonged to John Osterhuis and the "Aurora" is now owned by Billy Greenwood, a notorious smuggler.

3. Copies of report of Inspector in Charge Connell to the Supervising Inspector, dated May 26, 1914 and June 2, 1914, respectively, regarding the cases of CHIN MAN KAN and CHIN FONG, convicted March 27, 1914, and granted a new trial by Judge Wellborn April 17, 1914, because one of the jurors at his examination stated that he was "formerly" in the government service when, as subsequently shown, he was employed as a mail carrier at that time; that under stipulations with Attorney for defendant the case against CHIN FONG was dropped and CHIN MAN KAN changed his plea of not guilty to guilty and was remanded for Sentence June 8, 1914.

The Bureau will doubtless recall that CHIN MAN KAN was arrested several years ago for being illegally in the United States, was deported and permitted

to return through the intervention of Professor Jenks, et al.

4. Copy of report from Inspector in Charge Connell to the Supervising Inspector, El Paso, dated May 26, 1914, advising that condemnation proceedings against the launch "Capo d' Anno" was continued to June 1, 1914, on account of congested condition of the court calendar.

5. Copies of reports of Inspector in Charge, San Diego, to Inspector in Charge Connell, dated May 27 and May 28, 1914, advising that Mr. Stevens, San Pedro, reported that Samuel Leffingwell is still engaged in smuggling Chinese and that he is working in conjunction with Chapman, former owner of the "Sampson"; Chapman now lives between Redondo and San Pedro. Leffingwell is still in San Pedro outfitting the old launch "Santa Barbara"; that one Troutman, an employe of the Santa Fe at San Diego, secured sixty days leave from the Company in order to join Leffingwell on the "Santa Barbara"; that one Crouke, who formerly lived in Oakland, is associated with Leffingwell and Troutman.

6. Copy of letter of Inspector in Charge at San Diego to Inspector in Charge Connell, dated May 26, 1914, advising that the name of the launch "Blue Star" has been changed to "Sea Queen"; that she has been considerably changed, and painted green.

7. Copy of report from Inspector Gripper, Campo, California, to Inspector in Charge Connell, dated May 27, 1914, advising that Bob H. Orth and a man named Moes recently left Campo for McClains and Thing Valley; that he thinks these men are not prospectors but looking for a route over which to smuggle Chinese and opium. Orth is 5 ft.8 in.; 25 years old; light hair; light complexion; weight about 130 lbs.; had new S&W revolver; Moes is 6 ft. tall; brown hair; weight 160 lbs.; slender; wears dark blue suit.

8. Copy of report from Inspector (mounted) Ellis to Inspector Webb, dated May 28, 1914, regarding a 200-mile scouting trip through the foot hills of the Imperial Valley for information regarding the movements of automobiles and probable smugglers. No results.

9. Copies of correspondence between Inspector in Charge Connell and the San Diego office regarding 15 certificates of residence and 1 birth certificate transmitted by registered mail from Ensenada, Mexico, to San Diego, California, in an envelope addressed to LUM HING, 434 Third Street, San Diego, which certificates were seized at the Custom House, together with Chinese correspondence which tends to show that the owners of these certificates were to have left the

"old hotel" near Puntabanda on the night of May 25, 1914; that on account of the letters being intercepted the boatman was not notified; that JEUNG AH JEUNG called at the Custom House to get the certificates; that HAM JON or LUN HING, the party to whom these letters were addressed, is proprietor of the Evans Gardens near the International line as well as the proprietor of the LUN HING store above mentioned; copy of letter from Inspector Keep to Inspector Weddle, dated May 28, 1914, to the effect that Harry B. Stewart advised him that 26 Chinese certificates had been sent from Ensenada to San Diego in the same way as those just mentioned; that the Chinese were still in Ensenada and preparations were being made to land them near San Pedro, California; that Joaquin Naud, alias HOM CHUI NUM, recently arrested, was head of the gang that sent the seized certificates from Ensenada.

This correspondence shows either an attempt on the part of a large number of overtime "certificate" men to reenter the United States or that someone in Ensenada is engaged in fitting green Chinese to such certificates.

10. Copy of letter from Inspector in Charge Connell to Inspector Chadney, No. 5520/22, dated May 28, 1914, inclosing copy of communication addressed to Miss Grace Dean, Twin Apartments, San Jose, California, signed by Lerouix Hughes, alias Leroy Hughes, formerly convicted of Chinese smuggling as a coconspirator of YOUNG SING, now serving a sentence of two years in San Quentin. As this refers to one "Papa Chung" who appears to live in San Francisco, at whose place Hughes and the Dean woman are to meet, Inspector Chadney was instructed to keep the Dean woman under surveillance for the purpose of determining whether or not these parties are engaged in Chinese smuggling operations; June 2nd Hughes called at the San Diego office and promised to furnish Inspector Weddle information regarding Chinese smuggling.

11. Copy of report from Inspector Keep, San Diego, to Inspector in Charge Connell, dated May 29, 1914, regarding C. W. Mansir, suspected of smuggling Chinese and opium in conjunction with JEW WOI who has a restaurant at 441 Third Street, San Diego, and advising that Chinese informant HOM FUI will be used to get additional information regarding these suspects.

12. Copy of report from Inspector Miller to Inspector in Charge Connell, dated June 2, 1914, advising that watch was kept during the night of May 28, 1914, near Carl, California, for automobiles suspected of conveying Chinese; that on the 29th, 30th and 31st a patrol was maintained in the launch "Gray" for the 10 Chinese suspected of

coming from the "old hotel" near Puntabanda, Mexico; that Customs Inspector Woolman saw Leffingwell on a boat anchored in a cove near the mouth of San Diego harbor; that the boat disappeared the night of the 29th; this report further deals with the large number of Chinese in Mexico including "certificate" men, and suggests that a watch be maintained on a high point of the Southern island of the Coronada group (uninhabited Mexican territory) as boats leaving the vicinity of Ensenada at night pass within seeing distance of that point.

A lookout at this point on Coronada Island was suggested at the time of my last visit to Los Angeles but it cannot be maintained until we secure a boat. The "Calypso" (if we ever get her) equipped with wireless could do excellent work in connection with this proposition and the activity of the smugglers at this time makes the delay in securing this boat more deplorable.

13. Copy of letter from Inspector in Charge Connell to Inspector Webb at Calexico, dated June 3, 1914, acknowledging receipt of telegram to the effect that a party of Chinese were expected to leave the vicinity of Calexico in an automobile for Los Angeles the night of the 30th and instructing that full particulars be submitted regarding the names of those suspected, the name and number of automobiles, etc., in order that the parties may be kept under surveillance.

Richard H. Dayton.
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#1

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

IN ANSWERING REFER TO
No. 239/23

May 25, 1914.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

Referring to the report of Inspector Miller, No. 5502/143, dated the 22d instant, this office has made careful search for the launch "Chautauqua" or launch of similar name, but do not find anyone who has seen such a boat in this harbor. Inspector Conklin has interviewed the oil men and they state no oil has been sold to any boat of this name or boat of similar description. We will keep a lookout for this boat.

CLK/RHA

Acting Inspector in Charge.

CC copy supplied Inspector Richard H. Taylor, Washington, D. C.; 2 for Supervising Inspector, El Paso, Texas; Immigrant Inspectors Chadney, Morse, Griffin, and Kuykendall.

Exact copy as signed by C. L. KEEP.
Mailed 5-26-1914 by RHA

Richard H. Taylor,
Buffalo, N.Y.

Department of [redacted] Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5802/143

May 25, 1914.

Inspector in charge,
Immigration Service,
Los Angeles, California,

Referring to my report of the 22nd instant, of like number hereto, I have to advise that on the 23rd instant I proceeded to Balboa, Newport, Anaheim Landing, Alamitos Bay, Long Beach and Wilmington, Cal. for the purpose of locating the launch, it's business, owners and operators, etc., therein mentioned. I ascertained positively that the name of the launch referred to in my previous report is the "KLATAWA", instead of the "Chautauqua." This launch is operated or controlled by the Loman Bros. (Richard and Niles) of Wilmington, Cal., notorious for several years as Chinese and opium smugglers. This boat has at times been reported to be owned by "Pat" Watson, a rancher near Wilmington, but same is always tied at the Loman Bros. float and movements made by her are with either the Loman's or some of their hired help on board. She was in Anaheim Landing about the 6th instant and on the same date went into Alamitos Bay on the high tide and a few hours later attempted to go out on the low tide and broke a propellor blade on the bar in this attempt after which she was brought back into Alamitos Bay and remained about two days. Neither of the Loman's was aboard at that time but one of the men aboard was recognized as a man previously employed by the Loman's.

This boat is very low in the water, about 35 feet long, narrow beam, speed boat type, hull painted dark blue, canvass hood over

engine. short open cock pit just aft of engine, rear portion of ~~skunk~~ boat decked over, flush deck, with a hatch near the stern, peculiar stern sloping back from deck to water line same style as "Sampson II" and two exhaust pipes on the left hand side just opposite engine hood. This boat is speedy, reported to have about 50 horse power engine, and from it's actions about Anaheim Landing and Alamitos Bay is surely in the smuggling business.

I believe this is the boat ~~referred~~ referred to in your letter No. 3546/20, of the 15th instant, reporting a strange boat landing 13 Chinese at San Pedro on the 11th instant.

O.F.M. Immigrant Inspector.

Copy respectfully referred to the following officers for their information in the premises, with request that officers in Sou. Cal. report by wire the presence of this boat each time seen away from San Pedro, or Wilmington, Cal., attention in this respect being called to report of Inspector Miller, of even number, dated the 22nd instant, and letter of this office No. 3546/20, dated May 15, 1914.

Richard H. Taylor, Immigrant Inspector, Buffalo, N.Y.
Inspector in charge, San Diego, Cal.
Inspector in charge, San Pedro, Cal.
Inspector, Santa Barbara, Cal.
Inspector, San Luis Obispo, Cal.
Inspector Chadney, Monterey, Cal.

Acting Inspector in charge.

Taylor.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#2

OFFICE OF INSPECTOR IN CHARGE
~~XXXXXXX~~
San Diego, Cal.

IN ANSWERING REFER TO
No. 239-Spl.

Inspectors in Charge,
Immigration Service,
Los Angeles, California.
Monterey, California.
San Luis Obispo, California.
Santa Barbara, California.
San Pedro, California.

Transmitted herewith are photographs of the launches Santa Barbara, Mae, Aurora, and Blue Star which were photographed by Inspector Keep yesterday. Although these photos are small it is believed that they will serve to identify the boats in question.

The launch "Santa Barbara" was formerly owned by the company having the concession to kill goats on Cedros Island in Mexico and was run by a man named Orosco. She has recently been sold to the fish canning people here in San Diego and will probably be run by a Japanese crew. Orosco now has a boat called the Union. He has always been suspected of smuggling by this office but we have never been able to get direct evidence.

The Mae formerly belonged to John Osterhaus and the Aurora is owned by Billy Greenwood, a notorious smuggler. Inspector Morse recently reported the Blue Star. Descriptions, measurements, etc., will be forwarded as soon as obtainable.

(Sgd) Harry H. Weddle
Inspector in Charge.

CLK
Inclosure-Photos of above boats.

Copy to El Paso and Inspector Taylor.

R.H. Taylor
Buffalo, N.Y.

Department of [redacted] and Labor
IMMIGRATION SERVICE

#3

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5520/6

May 26, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas,

Referring to your file No. 5084/149, in the matter of Chin Man Kan, et al, conspiracy to smuggle Chinese, you are respectfully advised that on the 25th instant, pursuant to the stipulation entered into by Attorney Frank Stewart, for the defendants Chin Fong and Chin Man Kan, and Assistant U.S. Attorney Duke Stone in connection with the new trial granted the defendants by Judge Wellborn, the defendant Chin Man Kan changed his plea of "not guilty" to that of "guilty". June 8, 1914, was set as the date upon which sentence would be imposed upon the defendant.

This office is unable to locate the file copy of letter, of same number herewith, addressed your office about the middle part of April in which was reported the granting of a new trial to these defendants by Judge Wellborn and the stipulation entered into by Attorneys for both sides at that time, and apprehends that same may have been forwarded your office by mistake. If an extra copy of such letter is found in your files please return same for file of this office.

J. C. Nardini
Acting Inspector in charge.

OFM.
Copy to Richard H. Taylor, Immigrant Inspector, Buffalo, N.Y.
J.C.Nardini

Department of Commerce and Labor
IMMIGRATION SERVICE

Taylor

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5520/6

June 9

June 2, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas,

Referring to your letter of the 29th ultimo, No. 5084/149, in the matter of CHIN MAN KAN, et al, conspiracy to smuggle Chinese, and especially referring to letter of this office of like number herewith, dated the 26th ultimo, you are respectfully advised that a new trial was granted by Judge Wellborn in the United States District Court, in this city, on April 17, 1914, to the defendants Chin Man Kan and Chin Fong, they having been convicted by a jury on March 27, 1914, and the ground upon which new trial was asked, and granted, was that a member of the trial jury, namely John S. Winchester, was, at the time of service on the jury, a letter carrier in the employ of the United States Post Office Department, and had stated upon interrogation by the Attorney for the defense during examination as to his qualifications as a juror, while the jury was being drawn, that he was "formerly" in the Government Service.

Prior to the granting of the new trial by the Court the Attorney for the defense, Frank Stewart, entered into a stipulation with Duke Stone, First Assistant United States Attorney, to the effect that if the Government would not further contest the application for a new trial and consent to a new trial that the defendant Chin Man Kan would plead guilty provided the

indictment against Chin Fong be dismissed.

The Court in granting a new trial stated that he would not have allowed the verdict to stand against the defendant Chin Fong in any event as he considered the evidence against Chin Fong insufficient to sustain or justify a verdict of guilty, from which it will be seen that the Government benefits by the stipulation that Chin Man Kan would plead guilty.

Pursuant to this stipulation the defendant Chin Man Kan plead guilty on the 25th ultimo and June 8th, 1914, fixed as the date on which sentence would be imposed.

Exact copy as signed by Chas. T. Connell

Mailed 6/2/14 by E. B.
Inspector in charge.

OFM.

Copy to Richard H. Taylor, Immigrant Inspector, Buffalo, NY.

Richards, Taylor
Buffalo, N.Y.

Department of [redacted] and Labor
IMMIGRATION SERVICE

#4

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5520/27

May 26, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas,

Referring to your file No. 5025/539, you are respectfully advised that in the matter of condemnation proceedings pending against the gasoline launch "Capo d' Anno" action was, on the 25th instant, continued to June 1, 1914, on account of the congested condition of the Court calendar.

J C Nardini
Acting Inspector in charge.

OPM.

Copy to Richard H. Taylor, Immigrant Inspector, Buffalo, N.Y.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#5

June 2

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

IN ANSWERING REFER TO
No. 239/86

May 2 7, 1914.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

I desire to state that while on a deportation trip to San Francisco recently I met at ~~Santa Barbara~~ San Pedro, California, a detective, who was formerly connected with the Los Angeles Police Department, by the name of Stevens. Mr. Stevens was at that time working around ~~Santa Barbara~~ San Pedro on a white-slave case, and I gave him some information of value; and in turn, he stated that should he run across anything in our line he would notify me.

He called on me at this office day before yesterday and stated that while working on another case in Los Angeles he had learned that Samuel Leffingwell was still engaged in the smuggling business and that he was still working in conjunction with Chapman, formerly owner of the "Samson". He stated that Chapman now lived between Redondo and San Pedro, about seven miles from San Pedro on a ranch or lot which he owned in one of the new towns, the name of which he could not recall.

As has been reported, Leffingwell is now in San Diego and is apparently outfitting the old launch "Santa Barbara".

239/86 (SD)

We are keeping this under as close surveillance as possible, and will advise you at once if we learn of any suspicious movements, as it is quite likely that she will land contraband Chinese so as they can be taken across country to the Chapman place.

CLK/RHA

Acting Inspector in Charge.

CC furnished: Supervising Inspector, El Paso, Texas, thru Inspector in Charge, Los Angeles, Calif. (2); sent direct Inspector Richard H. Taylor, Washington, D. C.; Inspectors in Charge, Monterey, Santa Barbara, San Luis Obispo, and San Pedro, Calif.

C. L. KEEP.

Exact copy as signed by_____

Mail 5-27 1914 by RHA

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 239/23

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL.
May 28, 1914.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

I respectfully report that today two men working at the Santa Fe yards in San Diego gave Inspector Nielsen and myself the following information: That one TROUTMAN, an employee of the Santa Fe at this place has secured sixty days' leave of absence from the company, in order that he may join with LEFFINGWELL on the "Santa Barbara" to smuggle opium and possibly Chinese from Lower California to San Francisco; and that one O'ROUKE, who formerly lived in Oakland, California, is associated with Leffingwell and Troutman in the deal.

Inspector Nielsen and I today saw a man working with Leffingwell on the "Santa Barbara", whom we recognized as having seen working around the Santa Fe yards in this city.

We are keeping a close watch upon the "Santa Barbara" and will at once notify you by telegraph when she leaves or any other information that we secure that might be of interest.

239/23

The above-mentioned Santa Fe employees, who gave us this information have promised to give us anything or further interest that they may be able to secure but they did not seem to think that they would be able to get any other "dope".

Harry H. Wedgle
Inspector in Charge.

HHW/RHA

CC Supervising Inspector, El Paso, Texas (2), thru Inspector in Charge, Los Angeles; sent direct Inspector Richard H. Taylor, Washington, D. C.; Inspectors in Charge Monterey, Santa Barbara, San Luis Obispo, and San Pedro.

Exact copy as signed by
Mailed 5-28 1914 by RHA

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#6

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL.

IN ANSWERING REFER TO

No. 239/23

May 27, 1914.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

Referring to a telegram from Inspector Morse, dated the 2d instant, this office desires to state that the launch "BLUE STAR" has been changed considerably and painted green. Her name is now the "SEA QUEEN". This change in name should be made on the cards and photographs which were recently forwarded.

Acting Inspector in Charge.

CC furnished: Supervising Inspector, El Paso, Texas, thru Inspector in Charge, Los Angeles, Calif. (3); sent direct Inspector Richard H. Taylor, Washington, D. C.; Inspectors in Charge, Monterey, Santa Barbara, San Luis Obispo, and San Pedro, Calif.

C. L. KEEP.

Exact copy as signed by

Mailed 5-27 1914 by KMA

Bob H. Orth

#7

About 5'8", 25 years old, light hair, light complexion, weight about 130 lbs. Was wearing blue overalls over light gray suit, gray sweater with red border, cap, tan shoes, had new S&W revolver.
On 5/26/14, was camping 20 miles NE of Campo.

Suspected of intent to smuggle in Chinese. or opium. Companion of ---- Moes.
Probably "Bob Ord" formerly of Santa Barbara.

------ Moes

About 6 ft. tall, brown hair, weight 160 lbs., slender, was wearing dark blue suit, new cowboy hat, gray sweater under coat, new tan shoes.
On 5/26/14 was camped 20 miles NE of Campo

Suspected of intent to smuggle in Chinese or opium. Companion of Bob H.Orth.

Inspector R. H. Taylor.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

SD 239

OFFICE OF Inspector

IN ANSWERING REFER TO

PORT OF Campo, California

No. 55/C

May 27, 1914

RECEIVED
MAY 29 1914
IMMIGRATION SERVICE
LOS ANGELES, CALIF.

Inspector in Charge,
Immigration Service,
San Diego, California.

Bob H.Orth and ----- Moss, came to Campo, a few days ago, hired a burro for a month and outfitting as prospectors, went first to McCain's valley, then made their camp between Pete McCain's and the Thing valley.

These men are putting up a bluff, pretend- to be prospectors and I believe that they are hunting a route by which to smuggle in Chinese or opium, or most likely, both.

Chinese Inspector.

Extra copies inclosed for use of the Inspector in Charge, Los Angeles, Cal.

E.D.GRIPPER

Exact copy as signed by.....

Mailed MAY 27 1914 by.....

Extra Copy

Taylor

Jan's 48

Department of [redacted] Labor

IMMIGRATION SERVICE

OFFICE OF Inspector in Charge,

IN ANSWERING REFER TO

No. 99/7

PORT OF Calexico, California,

RECEIVED May 20, 1914:

MAY 29 1914

IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

Inspector in Charge,
Immigration Service,
Calexico, California.

Under your directions to make a scouting trip to the ~~west~~ foot-hills west of Imperial Valley, to ascertain if smugglers were using this route, I left El Centro, Calif., at 9:30 A.M. May 18th, 1914, mounted, scouting west to Seeley, Calif., where I met Customs Inspector Rodney Clarke, of Calexico. Inspector Clarke and myself, with a pack mule, scouted on west to Dixieland, Calif., where we remained over night.

May 19th, we left Dixieland, at 5:30 A.M., and scouted in a northwesterly direction to Carrizo Creek Springs, where we arrived about noon. There were camped at Carrizo Springs three prospectors, who informed us that four Mexicans, well mounted and heavily armed, had made three or four trips west in the last three months, coming from the direction of Coyote Wells over the Don Cabezas Divide (southeast), during the winter. From the same parties, who had been camped in that vicinity for about three months, we learned that several automobiles had made trips west over Carrizo Creek road by way of Warner's ranch. Made camp and remained over night.

May 20, scouted all day around Carrizo Springs, both north and south, but found no new signs of any travel avoiding the springs. Remained over night.

May 21, Continuing our scouting in the neighborhood of the Springs during the morning, we left Carrizo Springs at 2:00 P.M., and scouted on west to Palm Springs and Vallecitos, arriving at the latter place at 7:00 P.M. Made camp and remained over night.

May 22, scouted west from Vallecitos to Mason Valley, and returned to Vallecitos. Scouted around Vallecito Valley and examined trails leading to the mountains. One man with a pack outfit came from Imperial on this date. Remained over night.

May 23, scouted around Vallecito and watched on County road; met two teams from Imperial Valley, bound west. Remained at same camp over night.

May 24, scouted around Vallecitos and surrounding country; also scouted southeast to Agua Caliente Springs. At Agua Caliente found signs of a good deal of camping, also many wagon tracks. One automobile came through from Warner's ranch going east. Remained at Vallecitos over night.

May 25, left Vallecitos at 6:00 A.M., scouting southeast to Canebrake Springs. Interviewed settler at Canebrake who stated that several pack outfits had passed there going west, from direction of Dos Cabezas, within the last three or four

months. Scouted on southeast to 49 Palms, where we found signs that a party had camped, with team and wagon; signs about one week old - quite a good many foot tracks. Indications are that this outfit traveled west, and must have gone out at night, as we met no settler who had seen this outfit. From 49 Palms, we scouted on southeast to another water hole, about five miles, where we made camp and remained over night.

May 26, left camp at 5:00 A.M., and scouted east to Carrizo Canyon, thence over trail to north end of Dos Cabezas Valley. On this trail we saw several donkey tracks, and one small wagon track, evidently a buckboard drawn by two small mules going west. These tracks we saw as far as Coyote Wells, where we arrived at noon; also saw quite a number of automobile tracks as far as the top of the divide between Dos Cabezas and Carrizo Canyon. We left Coyote Wells at 3:00 P.M., and scouted on east to Dixieland, Calif., where we made camp and remained over night.

May 27, left Dixieland at 6:30 A.M., scouting east to Seeley, Calif., and El Centro, Calif., where I arrived at 11:30 A.M. Distance traveled approximately 200 miles.

This route, from a point on the Mexican boundary line to the west of Signal mountain, by way of Coyote Wells, and Dos Cabezas, over divide to Carrizo Canyon, joining main road west of Carrizo Creek Springs, is a very direct and comparatively

easy road for a team and wagon, an d over a country where chances of meeting anyone ,especially at night, are very remote. This would be an ideal route for smugglers acquainted with the country, to take in bring in Chinese or other contraband goods.

Frank G. Ellis.
Mounted Inspector.

Taylor.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

[redacted]

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5546/16.

May 28, 1914.

#9

Inspector in Charge,
Immigration Service,
San Diego, California.

Reference being made to your file No. 1724/1, you will please find enclosed herewith translations of certain letters in Chinese characters, transmitted by you, in reference to the fifteen certificates of residence and one birth certificate, transmitted by registered mail from Ensenada, Mexico, to San Diego, California, in an envelope addressed to Lum Hing, 434 Third Street, San Diego, Cal.

As you were previously advised, the writer took up the matter with Post Office Inspector in Charge Webster, in this city, and he advised that after the letters were opened by the parties to whom they were addressed, that the postal authorities lost jurisdiction; therefore, we were justified in holding the communications after they were received, and will hold the certificates of residence under paragraph b of rule twenty-two.

You will note from the communications that the party was expected to leave the "old hotel" (Puntabanda) on the night of the 25th instant, but on account of the letters being intercepted, it is evident that the boatman was not notified. Since the

seizure of the certificates, the Chinese have had time to communicate with Ensenada, Mexico, and advise them when to have the boat appear again, and to this end, you should take extra precautions around San Diego and vicinity to apprehend any boat that may bring the Chinese contrabands to the United States.

Inspector Miller and Inspector McMahan are tonight guarding Point San Juan to intercept any automobile with Chinese from the vicinity of Oceanside, it appearing that rumors have reached this office that Chinese would be landed to-night, and in connection therewith, the writer acknowledges your telephone message indicating that two officers will be in the vicinity of "Carl", south of Oceanside, tonight for the purpose of watching any attempted landing.

This information, you are advised, came from Special Agent Adams of the Santa Fe Railway through Inspector Blee at San Bernardino, Cal. Circumstances have arisen that justify the sending out of the fast launch "Gray" tomorrow morning, with Inspector Kuykendall to be joined later by Inspector Miller, for the purpose of intercepting any party who may leave Puntabanda for San Diego and vicinity during the next three days; therefore, should Inspectors Miller and Kuykendall call upon you, you should render them every assistance.

CHAS. T. CONNELL.

Exact copy as signed by

Mailed 5/28/14 by EJB.

Inc. 39489.
CTC/EJB.

Inspector in Charge.

Copy respectfully referred to Inspector Taylor, Buffalo, N.Y.; Two to Supervising Inspector, El Paso, Texas, and copy to Inspector in Charge Kuykendall, San Pedro, California.

Taylor -

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

IN ANSWERING REFER TO
No. 1734/1.

May 25, 1914.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

Transmitted herewith is a report by Inspector Fred D. Jack concerning fifteen certificates of residence and one birth certificate which had been transmitted by registered mail from Ensenada, Mexico, to San Diego, Cal. in envelopes addressed to Lum Hing, 434 Third St., San Diego, Cal.

In this connection I desire to state that three or four days ago the chief of the registry division in the post office came to the office with these/~~envelopes~~ and that we asked him to have them stamped for custom's inspection so that we could ascertain what they contained as their appearance indicated that they were filled with certificates or other papers, not regular Chinese letters. On the morning of the 23rd the Chief of the registry division came in again and told me that a Chinaman had appeared with the registry notice and was outside. I stepped to the door and recognized a Chinese person whom we know as Jeung Ah Jeung, a person who has been to considerable trouble to ingratiate himself here by pretending to give information.

As I was in the midst of the continued hearing in the Yee Mon case I detailed Inspector Jack to go to the Collector's office and witness the opening of the letters, having, in the meantime notified Deputy Collector Sprigg that the Chief of the Registry Division was on the way to his office with the Chinese claimant of some letters marked for Customs Inspection.

What occurred after that is related in Inspector Jack's report. I asked

him to report the matter to youn by phone and ti see if arrangements could not be made for the immediate translation of the letters which were inclosed with the certificates.

This morning early, fearing that the men who were the owners of the certificates might be smuggled into the city, it was determined to find some one who might translate the letters. For fear that their contents might become known it was decided to have one of our prisoners who is to be deported on the 27th do the translating under the guidance of Interpreter Thacher. He was brought to the office and translated Exhibit B-2/.

Mr. Thacher states that this letter seems to indicate that ten(10) Chinese are to leave Ensenada and land at "The Old Hotel", a pre-arranged landing place, tonight. This place is unknown to us.

These letters are being sent to you by Inspector Hose leaving here at 3 p.m. so that they may be read by Interpreter Levy and if the information is not as outlined we wish to be informed as th their contents.

Ham John, or Lum Hing as he is commonly known, to whom these letters are addressed in English, is the proprietor of the Evans Garden near the international line as well as the proprietor of the Lum Hing Store in Chinatown.

The information, or rather alleged information, given by Jeung Ah Jeung has never been of any value to the Service and he was evidently just lining things up for his future benefit. Statements taken from him and Ham John will be transmitted as soon as transcribed.

C. L. Keep.
Acting Inspector in Charge.

CLK.

Inclosure No. 3292.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

IN ANSWERING REFER TO

No. 1724/1.

May 25, 1914.

Inspector in Charge,
Immigration Service,
San Diego, California.

I beg to submit a report concerning five (5) letters which are transmitted herewith, they being marked exhibits "A", "B", "C", "D" and "E", they being addressed to LUN HING Co., No. 434 Third street, San Diego, California, these letters were forwarded by registered mail from Ensanada, Mexico; Exhibit "A" contains six (6) Certificates of Residence, they being described as follows:

No.70600-laborer-LUM	LUM-issued at	San Francisco,	4/4/94.
No. 6649-laborer-LAM	HING-	Do.	Chicago,	4/12/94.
No.105408- Do.	LUK HING GING-"		Omaha,	2/7/94.
No.60642- "	Lem Chew YOU- "		San Francisco,	3/6/94.
No. 119531- "	GEE WAH- "		Santa Fe,	4/16/94.
No.45156- "	HO GAN- "		Portland, Ore.	2/10/94.

Exhibit "B" contains 2 letters, written in Chinese characters, marked "B-1" and "B-2", and two (2) Certificates of Residence, they being described as follows:

No. 95564-laborer-WOO WO----issued at Los Angeles, 4/7/94; this certificate has been tampered with, the original marks of identification having been erased and other marks substituted; in the event that this certificate is held at this office for the purpose of being claimed by the person to whom it was issued, I suggest that the Bureau be requested to furnish a photographic likeness of

of the duplicate certificate on file at Washington, for comparison with the one mentioned herein.

No.105560-laborer-CHING CUE-issued at Omaha-3/19/94, on the reverse side of the certificate is the following indorsement: "U. S. vs. WONG YOUNG and AH LEN, Port Henry, 7/3/1903-U. S. exhibit "A", A. C. Grover, stenographer.

Exhibit "C" contains one (1) letter written in Chinese characters, marked exhibit "C-1", three) Certificates of Residence and one (1) Birth Certificate which are described as follows:

No. 32531-person other than a laborer-LUM CHONG-Los Angeles-1/19/94, with the following endorsement on the reverse side: "T. F. S. El Paso, Texas, 2/12/07-out of El Paso 2/12/07-Green"

No.17187-laborer-TOCK LUNG-issued at Helena, 4/27/94, with the following endorsement on the reverse side: "Maysville, Mont., 11/30/94. W. P. H., 5/5/99-C. W. Burton.

No.127954-laborer-Chin Die Moy-issued at Boston, 4/27/94.

Certificate of Birth No. D32190-544, Office of County Recorder, Hall of Records, filed at San Francisco, April 2, 1904, YEE KAN; sex, male; date of birth, Feb. 3, 1890; name of Father, YEE BOW CHUNG; name of Mother (before marriage) WONG SHEE.

Exhibit "D" contains three (3) certificates of residence which are described as follows:

No.98909-laborer-CHIN ON-	issued at	Salinas, Cal.	3/22/94.
No.43567-laborer-CHIN CHEN PING	"	Portland,	1/10/94.
No.105513- " Ching Man Sing	"	Omaha,	3/16/94.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE

IN ANSWERING REFER TO

Exhibit "E" one (1) letter written in Chinese characters and the following described certificate of residence: No. 20437 -laborer- "LEE DIN", issued at Los Angeles, 3/19/94.

On the morning of the 23rd instant I was instructed by C. L. Keep, Immigrant Inspector, acting in charge, to go to the office of the Deputy Collector of Customs, Federal Building, San Diego, California, for the purpose of ascertaining, if possible, whether or not certain letters addressed to the party mentioned in the first paragraph of this letter contained any dutiable goods, it having been suspected that Chinese of San Diego were receiving by mail certificates of residence and other papers of contraband Chinese who desired to enter the United States from Mexico. I requested Inspector Sweet to accompany me to the Customs office in order that he might witness what took place. When we arrived at the office of the Deputy Collector of Customs, D. C. Sprigg, we found one Chinese present, he is known to this office as JEUNG AH JEUNG (-commonly known as the straw-hat informant-), the letters referred to herein were lying upon the counter, Mr. Sprigg said here are some letters that might interest your Service, he then handed to us the letters which are transmitted herewith. Mr. Sprigg said you may look at them as they contain some papers of interest; I hastily examined the contents and found they contained a number of certificates of residence; Mr. Sprigg asked if I wanted to take them for examination, he said I am through with them, I gathered up the letters and requested JEUNG AH JEUNG to

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
NO.

SAN DIEGO, CAL

accompany us to our office. Upon being questioned JEUNG AH JEUNG stated he was only acting as a messenger for the LUN HING (Co.), Inspector Conklin went after the manager of the Lun Hing Co., he returned with a Chinese known to this office as HAM JOHN, manager of the Lun Hing Co., No.434-3rd Street, San Diego, California, Inspector Nielsen and I conducted an examination of JEUNG AH JEUNG AND HAM JOHN. During the entire investigation of both of these parties they denied of having any knowledge of the contents of the five (5) letters in question; we decided it was not best to go very deep in the line of questioning until after these letters had been translated.

It is respectfully requested that the letters referred to herein be forwarded to Los Angeles for translation as it is believed they contained much information for this Service.

Inspector in Charge Chas. T. Connell, Los Angeles, was communicated with by telephone, he instructed that the certificates be taken up as authorized by paragraph (b) Rule 22 Governing the admission of Chinese, and that the letters be sent there for translation, the certificates and other papers to be held here pending additional instructions from Los Angeles.

Fred D. Jack
Immigrant Inspector.

Dear Uncle Eng:

Received your letter of the morning of the 17th instant, stating that you want HOY YUT; JUNG YOW'S and ON NGUNG'S goods. I will act according to your instructions; Uncle Yut two pieces; Jung Yow two pieces and Uncle Ngung four pieces, total eight pieces, and two other pieces, WOO TUNG YOU and CHIN LEUNG THOON, these two men carry with them enough money to pay you, when they are landed from the boat you ask these two pieces for the money. I already have settled arrangements with them, they will pay you themselves by their own hands. Now I send herewith stamped paper for these two goods. (Translator's note:-This means Certificates of Residence for the two men last above named) You deliver this stamp to him and ask him for the money.

Regarding the San Francisco goods: they bring enough money with them to pay their way to San Francisco. Be sure to send the boatman to come to my place, the same place as before, the Old Hotel, in the night of the 25th instant to ship these ten pieces of goods.

After this we will make arrangements for the security to send you twenty or thirty more pieces, as you and others intend to do. Do not waste any time. We send these ten pieces first, next time we send more. You must send the boatman to come on time to my place, positively on the 25th. The 25th day is the next Monday.

HIM YICK LUNG, San Francisco, I think will send security soon, if so you write me a letter then I will have the goods sent at the same time with others. If the boatman come to my place on that date please wire to me, and I will have the goods outside at that place. If you cannot wire me and when you receive this letter you must write to me at once and send by registered mail; this is very important. I think you will be able to wire to me because now there are so many goods here waiting. You must send the boatman to come quick and on that date to ship the goods, that will be all right.

Wire quich or write me a letter.

(Signed) Fook Hon,
Nephew.

Envelope marked "Ex.B", in which were two Certifcates of Residence in names of WOO WO and CHING CUE, (San Diego letter No.1724/1, 5/25/14, and accompanying report.) Envelope addressed in English: "Mr. Lun Hing Co., #434 Third St., San Diego, Cal. On reverse in Spanish: "Sent by Hong Sing". On left end in Chinese: "Hom Eng, Esq.", (Which is the name of the person at the Lun Hing Co. store to whom the letter is addressed. Envelope Postmarked: "Ensenada, B.C.Mex., May 20, 1914, 11 A.M. and registered, Ensenada Register No. 362.

In the same Envelope was the following on a separate piece of paper, ("Ex. B,1") which is in the nature of a postcript to the foregoing letter.

Two pieces of stamped goods (Translator's note: Meaning two Certificate

men) they bring with them enough money to pay you their expenses. When you see them you deliver the Certificate of Residence to them and ask them for the money. You must not tell anything to the boatman, don't mention these two men to him. You say to the boatman that these men bring enough money with them and you keep this secret to yourself. (Note by translater: This last evidently refers to a previous secret special arrangement between the writer of the letter and the addressee of same covering the handling of Certificate Chinese. That is that the financial arrangements are different to those who have no papers.)

(Postscript not signed)

I certify that the foregoing is a correct translation.

Charley Lew
Chinese Interpreter.

OFM.

"Ex. C.1"

Now I have already sent you ten pieces, to-morrow will send more because I have not the time at present.

(Signed) Fook Non,
Nephew.

Above inclosed in envelope marked "Ex.C", postmarked Ensenada, B.C. Mex. May 14, 1914, 4 P.M., Registered; Ensenada No.346; addressed in English "Lun Hing, #434 Third St., San Diego, Cal.; In Chinese on left end of envelope "Hom Eng, Esq."(The name of the person at the Lun Hing store to whom the letter was intended).(Contained 3 Certificate Residence)

"Ex. E.1"

Uncle Eng:

I send you another stamp, (Certificate of Residence) one piece, please take good care of it.

(Signed) Non,
Nephew.

The next above was inclosed in envelope marked "Ex.E",(contained one Certificate of Residence) Postmarked "Ensenada, B.C.Mex., May 14, 4 PM., Registered, Ensenada No. 348; addressed in English: "Lun Hing, #434 Third St., San Diego, Cal. One reverse side in English, with Spanish Scroll, "Hong Sing"; On left end of envelope in Chinese "Hom Eng, Esq." (The name of person for whom letter is intented at the Lun Hing store.)

I certify that the foregoing are correct translations.

Charley Levy
Chinese Interpreter.

OFM.

Inspector Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

IN ANSWERING REFER TO
No.
239/13.

RECEIVED
MAY 29 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

May 28, 1914.

Inspector in Charge,
Immigration Service,
San Diego, California.

I beg to report the following for what it is worth.

Harry B. Stewart today told me that he had received information that twenty-six Chinese certificates of residence had been sent from Ensenada to San Diego in a similar manner to those which we seized the other day and that the Chinese were still in Ensenada, Mexico. He stated that his informant told him that these Chinese were to land in the vicinity of San Pedro, Cal. Stewart told me that he considered the information reliable as it was given to him by the same person who had given him the "Fox" letter which he exhibited to you and to me. In that case Stewart had the information very nearly straight. He states that he will keep track of the matter and inform me of any developements. (Hom Chui Hum)

In connection with the arrest of Joaquin Haud he states that Haud was the head of the ~~smuggling~~ gang that sent up the certificates which we seized and that he tried his best to get into communication with some Chinese in San Diego's Chinatown but that he (Stewart) doesn't believe he succeeded.

(Signed) O. L. Keep.

Immigrant Inspector in.

Copies respectfully forwarded to Supervising Inspector, Inspector in Charge, Los Angeles, Inspector Taylor, Monterey, San Luis Obispo, Santa Barbara, and San Pedro.

(SIGNED) HARRY H. WEDDEE.
INSPECTOR IN CHARGE.

NOTE: Joaquin Haud is now in Los Angeles County Jail.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#10

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No.
5520/22.

May 28, 1914.

William H. Chadney,
Immigrant Inspector,
Monterey, California.

You will please find inclosed herewith copy of a communication addressed this office under date of the 23d instant, by the Inspector in Charge, San Diego, California, inclosing copy of a certain communication addressed to Miss Grace Dean, San Jose, California, signed by Lercuis Hughes, alias Leroy Hughes, who plead guilty to smuggling Chinese in this district, and received a light sentence, he being a partner or co-conspirator with Young Sing, who is now serving a sentence of two years in San Quentin, California.

The letter indicates that "Papa Chung" may be a Chinese person, and it may have some connection with the smuggling of Chinese or opium. It is suggested that perhaps "Papa Chung" lives in San Francisco, and that Miss Dean and Hughes will meet at his place. It is regretted that his address cannot be obtained, but undoubtedly Miss Grace Dean can be located at San Jose, California, at the Twin Apartments, and followed to her destination, to arrive Sunday, June 7th.

A photograph of Leroy Hughes is transmitted herewith, for identification purposes, which I will thank you to return to this office when it has served its purpose.

It is suggested that you take the matter up with the Customs authorities also, as it is thought that in this instance Hughes may take opium to San Francisco.

CHAS. T. CONNELL.

Exact copy as signed by_____

Mailed 5/26/14 by E.J.B.

CTC/WAB. Inspector in Charge.

Official copy furnished the following, for their information in the premises:

Richard H. Tayler, Immigrant Inspector, Buffalo, N. Y.
Supervising Inspector, El Paso, Texas; file unknown.
Inspector in Charge, San Diego, Calif.; file No.1083/17.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL

No. 1083/17.

RECEIVED
MAY 25 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

May 23, 1914.

Inspector in Charge,
Immigration Service,
Los Angeles, Cal.

Transmitted herewith are copies of a letter obtained from Leroy Hughes by the United States marshal. It will be noted that Hughes states that he is going to Tijuana, Mexico, at least he gives that as his address.

We believe from remarks he has dropped in the hearing of the jail attendants he intends to go to Tijuana and engage in smuggling both opium and Chinese. We will keep him under as close surveillance when he is [redacted] from jail as is possible.

It is respectfully suggested that a quiet investigation be made of Miss Grace Dean and "Papa Chung" at San Jose. The letter was returned to the marshal and will be mailed.

C. L. KEEP.

Acting Inspector in Charge.

CLK.

Inclosure No. 3269.

C. L. KEEP.

Exact copy as signed by _____

Mailed 5-23 1914 by RHA

COPY

San Diego
Calif.
May-22-14
Miss Grace Dean
San Jose Calif.

My dear Girl: You perhaps think me a very foolish sort of a liar but honestly I tried the thing out and it was no good so I could not come as I had promised. Now I hope you will forgive me for causing you all this worry and we can still be friends. Now girlie as my wife will not bother me any more I want you to meet me in San Franc: Sunday June -7-14-at the usual place, perhaps you had better see Papa Chung and fix for me that night if you understand write me.

As ever yours

Lerouix Hughes

Box -#9-

Tijuana, Mex. B. C.

On reverse of letter

Dont write untill May 31-14

Lee

P. S. Show this to P. C.

Envelope addressed

Lee Hughes :
Tijuana Mex :
#9 B.C.:

Miss Grace Dean

San Jose

Calif.

% Twin Apts.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Taylor

IN ANSWERING REFER TO
No. 1083/17

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL.
June 2, 1914.

RECEIVED
JUN 3 1914
IMMIGRATION SERVICE.
LOS ANGELES, CALIF.

Inspector in Charge,
Immigration Service,
Los Angeles, California.

I respectfully report that Leroy Hughes, who was released from the San Diego County Jail, having served his sentence for Chinese smuggling, today came to this office and told me that he was anxious to work for us in an effort to obtain the one hundred dollars reward for information leading to the arrest and conviction of Chinese smugglers.

In the presence of Inspector Jack, I informed Hughes just how far he could go in obtaining information and informed him that the Government would not countenance his initiating any smuggling schemes and then becoming an informant.

I advanced him three dollars, as he stated that he was totally without any funds and would be unable to go to Tijuana to try to obtain information unless he had some cash in hand.

Hughes, as we all know, is a very poor specimen, but possibly he may obtain information of value to us. He certainly could do so, if he really desires to.

HHW/RHA

Inspector in Charge.

Exact copy as signed by HARRY H. WEDDLE.
Mailed 6-2 1914 by RHA

Insp. Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#11

IN ANSWERING REFER TO
No.
239/5.

RECEIVED
MAY 30 1914
IMMIGRATION SERVICE,
LOS ANGELES, CALIF.

OFFICE OF INSPECTOR IN CHARGE
SAN DIEGO, CAL.

May 29, 1914.

Inspector in Charge,
Immigration Service,
San Diego, California.

I beg to report the following for what it may be worth, having in mind that C. W. Mansir has long been suspected of Chinese and opium smuggling:

Recently a Chinaman known to me as Hom Fui came to me and told me that he knew of an American who was smuggling opium into San Diego and that he was bringing it for delivery to a Chinese restaurant at 441 Third Street, San Diego, Cal. That the Chinaman who was working with him was named Jew Woi and that the scheme was for Jew Woi to write a letter to Mansir asking him to deliver so many chickens- the number of chickens ordered meaning the number of cans of opium wanted. Upon receipt of the letter Mansir would come to town with produce, etc., and make the delivery at the restaurant, ostensibly delivering vegetables, poultry, etc.

Hom Fui stated that he would write a decoy letter to Mansir ordering "chickens" to be delivered at a certain time and date at the restaurant and in that manner he might be caught but Hom Fui has now disappeared and I do not know where he has gone. Knowing as we do that Mansir has always been smuggling both Chinese and opium I hoped that the plan would work out so that he would not be in position to smuggle for some time. If Hom Fui shows up again I will immediately notify you.

(Signed) C. L. Keep,
Immigrant Inspector.

Copies respectfully forwarded: Supervising Inspector; Insp. Taylor; Los Angeles; Monterey; San Luis Obispo; Santa Barbara; and San Pedro, Cal.

W.H. Taylor.

#12

Department of [redacted] Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO
No. 5546/16

June 2, 1914.

Inspector in charge,
Immigration Service,
Los Angeles, California,

Pursuant to your verbal instructions I proceeded on the 28th ultimo to Point San Juan, Cal. where I kept watch that night, in company with Inspector McMahan, for an automobile which it was expected would that night convey a party of contraband Chinese to Los Angeles, it having been reported that such a party would be landed that night near Carl, Cal. We watched until daylight the morning of the 29th ultimo, at which time I proceeded to San Pedro, Cal., there joining Inspector Kuykendall and proceeding with him in the launch "Gray" along the coast to San Diego, Cal. in search of a launch loaded with ten contraband Chinese which were expected to leave the "Old Hotel" at Punta Banda, B.C., Mex. and be landed in the vicinity of San Diego about the 29th, 30th or 31st ultimo. We arrived off of Point Loma near the entrance to San Diego harbor at about midnight the 29th, and there our engine became disabled through burned out connecting rod bearings. We kept watch at that point until daylight the morning of the 30th but no boats that could be suspected of smuggling Chinese either passed up the coast or entered the harbor. After daylight we took the launch "Gray" to the Naval Dock in the harbor and repaired the engine, which re-

quired several hours work. Upon arrival at the Naval Dock I communicated by phone with Inspector Keep at the San Diego office and was advised by him that information had just been received through Dep. Col. of Customs Woolman that a strange boat from San Pedro, Cal. had been anchored in the channel between Ballast Point and Point Loma near the mouth of the entrance to the San Diego harbor and had excited considerable suspicion as to what business it was engaged in by anchoring at this out of the way point, a place not used by boats as anchoraged at all and protected by the cliffs from observation by any Customs or Immigration officers that might be interested in knowing what boats were in the bay; that S.A.Leffingwell, a notorious smuggler, who is known to be making arrangements and preparing to smuggle a cargo of contraband Chinese, was seen aboard this boat by Mr. Woolman's informant during the afternoon of the 29th, and that the boat disappeared after dark that night and was suspected of haing gone to Mexico for a contraband cargo.

After completion of repairs to our engine we took station outside at the mouth of the entrance to San Diego harbor where continuous watch was kept for boats passing north along the coast from the direction of Mexico and for boats entering the harbor until after daylight the morning of the 31st when we changed our position so as to command a view of more of the waters in the direction of Mexico and for a greater distance from shore, through which waters boats that expected to land even as far north as San Pedro might be expected to pass and could be observed coming from Mexican waters. In this connection

I may add that beginning with dark the 30th, shortly after we took station near the mouth of the entrance to the harbor, we observed to the south of us the rear light of a boat traveling in the direction of Ensenada, Mex. which light disappeared in that direction. Such boat, if going for Chinese, would probably return during the day of the 31st or early night of the 31st, if load secured the night of the 30th.

Just before dark the 31st we again took station near the mouth of the entrance to the harbor and kept watch there until 10:00 P.M. when, not having seen anything suspicious and mindful of your desire that Inspector Muykendall appear at the Los Angeles office the morning of the 1st instant, we proceeded along the coast to San Pedro where we arrived at 9:05 A.M. the 1st instant.

In view of the fact that there is being received almost constantly a great deal of information indicating that the smuggling of Chinese from Mexico into California is a thriving and decidedly active business at the present time; that much of this smuggling is being done by fishing boats, and other very small boats, that take advantage of the good weather conditions prevailing always at this season of the year to make these long trips; that large numbers of Chinese seeking entry to this country by the underground route are known to be at present in Lower California, Mexico, which number has been greatly augmented by the large influx of "transit" Chinese into Mexicali, Mex. last fall to several times the number present in Lower California in any past summer season; (The season when smuggling is most active.) that large numbers of so-called "Certificate" Chinese are known

to be coming through Lower California, some of which, as indicated by recent Chinese correspondence between certain smugglers, are being smuggled in by boat and no doubt land near San Diego or San Pedro, I desire to call attention to the fact that the Coronado Islands (Mexican territory) are not inhabited at all, there are no Mexican officials there,or near there, these Islands being in the extreme northern end of Mexican waters and nothing more than rocks are of no/or little concern to the Mexican officials; they are only about 15 miles from the entrance to San Diego harbor and have a channel eight miles wide between them and the mainland, which channel is used by most of the boats travelling between points near San Diego and Ensenada, Mex., and that these Islands, particularly South Island (672 feet high) afford an excellent point from which to watch for the passage of boats north in the smuggling business. We noticed on Sunday the 31st instant that several launches carrying pleasure and fishing parties, two of which carried more than a hundred excursionists, proceeded in the morning to Coronado Islands and returned in the afternoon which indicates plainly that the watch for smuggling boats could be kept with perfect safety,to those engaged, from that point.

Boats loading in the vicinity of Ensenada at night would ordinarily, and in practically all cases do, pass the the Coronado Islands in daylight hours, especially during the short nights of summer, as these Islands are several hours run from Ensenada, hence watch could be kept from the Islands in daytime and the same men with their boat could change position at or near dark to the

mouth of the entrance to San Diego harbor, or vicinity, and watch there during the night, then changing back to the Islands at daylight again. Such a watch, if begun at an opportune time, and continued for at least a week at a time would be promising of result so far as catching a smuggler is concerned. In this connection attention is called to the fact that the launch "Capo d' Anno" with the 30 Chinese recently captured at Wilmington passed through the channel between these Islands and the mainland in daylight.

CFM.

Immigrant Inspector.

Taylor

#13

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
LOS ANGELES, CAL.

IN ANSWERING REFER TO

No. 5546/15.

June 3, 1914.

Inspector in Charge,
Immigration Service,
Calexico, California.

Reference being made to your telegram of the 30th ult., as follows:

> "Have reliable information party to leave this vicinity tonight in automobile with Chinese for LosAngeles. Notify SanDiego officials. Will use every effort possible apprehand here",

together with your request for authority, under date of the first instant, No. 99/1, in which you state that you received what you considered reliable information that two Americans of Mexicali, Mexico, had made arrangements to leave Mexicali, in charge of a party of Chinese in automobile, you will please furnish this office, in quintuplicate, a report in detail, covering the circumstances in question, giving the names of the Americans, the number of the machine and class, if possible, together with any other information that may be of use to officers at other stations in this district. These reports are filed for future reference, and in order that the parties suspected may be kept under constant surveillance.

Exact copy as signed by CHAS. T. C[illegible]
Mailed 6/3/14 by EJB.

CTC/EJB.

INSPECTOR IN CHARGE.

53703/1 June 10, 1914.

Commissioner of Immigration,
New Orleans, La.

With reference to Bureau letter of April 29, 1914, (your file No. 16000/617), you are advised that, in lieu of Immigrant Inspector James A. McGregor, arrangements have been made for S. D. Newton to report to you within the next week for the purpose of acting as pilot on the gasoline boat "Corinthia" and proceeding with her from New Orleans to Tampa.

Therefore, upon Mr. Newton's arrival there, you will arrange for the supplies necessary for this vessel and her crew while enroute to Tampa, Florida, as directed in Bureau letter above-mentioned. Her present Master and Pilot, James L. Higbee, will remain in charge of the "Corinthia" until she arrives at the mouth of the Mississippi River, whereupon he will relinquish command to Pilot Newton and immediately return to your station. Beginning with the date following his return to New Orleans, he will be placed on furlough, without pay, for a period not to exceed three months. The official notice, addressed to Mr. Higbee, authorizing such furlough is herewith transmitted for delivery to him.

The Inspector in Charge at Jacksonville should be advised as to the date the "Corinthia" departs for Tampa.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 6/10 BY

Acting Commissioner-General.

Enclosure No. 4128
JJK

53788/1 June 10, 1914.

Richard H. Taylor,
Immigrant Inspector,
Castle Inn,
Buffalo, N. Y.

With reference to the matter of detaching the gasoline boat "Corinthia" from duty at New Orleans in connection with doing investigating work on the west coast of Florida, you are advised that S. D. Newton has been appointed to the position of pilot at $90 per month for temporary duty on this vessel, and instructions have this day issued for his assignment to duty and for the departure of the "Corinthia" for Tampa.

Immigrant Inspector Isaac H. Vincent, now stationed at Key West, who has been designated to act as Inspector of Customs, will be detailed for duty on this launch. For his information and guidance in connection with his new duties, it is suggested that a series of instructions be forwarded to the Inspector in Charge at Jacksonville, Florida.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 6/10 BY
Acting Commissioner-General.

OFFICIAL COPY respectfully furnished to the Inspector in Charge, Immigration Service, Jacksonville, Florida, for his information in connection with Bureau letters on the same subject sent him this date.
The dates that the "Corinthia" departs from New Orleans and arrives at Tampa should be reported to the Bureau in due course.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 6/10 BY
Acting Commissioner-General.

JJK

53100/773 June 10, 1914.

Inspector in Charge,
Immigration Service,
Jacksonville, Florida.

With reference to your letter of the 16th ultimo, No. 16-C/32, you will find transmitted herewith a communication, dated June 5, 1914, from the Assistant Secretary of the Treasury addressed to Immigrant Inspector Isaac H. Vincent, advising him of his designation as Inspector of Customs for six months from the 1st instant.

In connection with the above, attention is invited to Bureau letter of April 29, 1914, but insofar as such letter refers to the assignment of Inspector James A. MacGregor to your district it is hereby withdrawn, and you are now authorized to, at the proper time, temporarily transfer Inspector Vincent from Key West to Tampa, Florida, and take charge of the gasoline boat "Corinthia" upon her arrival at the latter port from New Orleans. The date of his arrival at Tampa should be reported to the Bureau in due course for the completion of its records.

(Signed) F. H. Larned.

Acting Commissioner-General.

Inclosure No. 4127
JJK

53600/391 June 10, 1914.

Inspector in Charge,
Immigration Service,
Jacksonville, Florida.

Referring to your letter of the 22nd ultimo, No. 16-C/32, there is transmitted herewith the appointment of S. D. Newton as pilot at $90 per month in the Immigration Service, with official station at Tampa, Florida, effective from date of oath. Blank oath of office and personal question sheet are also inclosed herewith, which should be executed (all parts filled out and signed) and returned to the Bureau in the usual manner.

Upon qualifying under this appointment, Mr. Newton should be directed to proceed at once to New Orleans, La., and report to the Commissioner of Immigration in that city for the purpose of being assigned to duty on the gasoline boat "Corinthia" and proceeding with her at the earliest practicable date to Tampa, Florida, where he will report to you for further instructions.

The traveling and other expenses incident to his proceeding to New Orleans are hereby authorized, payable from the appropriation: "Expenses of Regulating Immigration, 1914", and chargeable against the allotment for District No. 7.

Approved:

Louis F. Post

Acting Secretary.

(Signed) F. H. Larned.

Acting Commissioner-General.

Inclosure No. 4126
JJK

53788/1 June 9, 1914.

Commissioner of Immigration,
Seattle, Washington.

Referring to your letter of the 29th ultimo, No. 4208/37, I wish to place before you the following comments by way of supplement to my telegram of June 6th directing you to assign Inspector Turner to the Barker-Stone case and Interpreter Tape to the Malloy matter as suggested by Inspector Taylor.

In the first place, I wish to disabuse your mind of any impression or feeling that in connection with the plan which Inspector Taylor is pursuing your district, or you as the officer in charge thereof, is being treated differently from other districts, or other officers in charge. The plan has been adopted after full consultation with the Secretary and his approval thereof. It is, therefore, not only the Bureau's but the Department's plan for apprehending smugglers; not Mr. Taylor's. The Bureau selected Mr. Taylor to take charge and gave him the authority which he is exercising because it felt that the end to be accomplished required that the efforts being exerted throughout the country and along all the boundaries should be concentrated in the hands of one officer specially qualified by experience to detect smuggling and apprehend smugglers. The success of the plan is dependent to a large degree upon hearty co-operation of all officers and the following out of suggestions and instructions given by the Bureau's direct representative in the matter. It is realized that doing this must sometimes inconvenience the service at certain

No. 25703/1 June 9, 1914.

points; but the carrying out of the plan concertedly and simultaniously throughout the country is necessary to its success and the work which is being done thereunder is so important as to be paramount to almost any other work that falls to be done at this particular time.

You have somewhat misunderstood my letter of May 19th. What I meant to convey by the last paragraph thereof was that it is the duty of officers in charge, ordinarily and unless some very strong reasons for the contrary course can be shown, to obey instructions concerning important matters of this kind, and if they think such instructions are ill-advised or unreasonable in any way to write the Bureau to that effect giving reasons, but in the meantime exerting their best endeavors to carry out the orders or suggestions made either by the Bureau direct or by the officer directly representing it. My reference to subordinate officers was general -- had no particular significance with respect to your district, and was parenthetical in any event.

Remarkable success has already attended the plan of concerted action, and I am satisfied that if said plan can be continued long enough and thoroughly enough so many of the smugglers will be captured and punished as to put the fear of the law in the hearts of all. I trust that I have made myself perfectly clear and that this letter as well as my previous communication will be accepted in the spirit in which written, to-wit, the spirit of an official desire, stripped of all personal elements, for the best interest of the service as a whole.

EXACT COPY AS SIGNED BY A. CAMINETTI
MAILED 7/25 BY

AWP-s

Acting Commissioner-General.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF _____

CONFIDENTIAL. PORT OF Buffalo, N.Y., June 7, 1914.

No. 309-D.

Commissioner General of Immigration,
Washington, D.C.

Attached hereto, for filing, will be found translations of certain Chinese correspondence between SUEY SING, alias FRANK LEE, head of the Chinese smuggling ring in Windsor and NG JONG and NG TUNG, 790 Gravesend Avenue, Kensington, Brooklyn, New York, concerning ING BOW and ING NOM who were arrested by the police near Monroe, Michigan, together with smugglers John Geiser, et al. This correspondence was secured by Inspector in Charge Sisson from a laundry at 790 Gravesend Avenue, Kensington, Brooklyn, New York. These translations have been placed in the hands of United States Attorney Webster at Detroit with a view of prosecuting the authors of the letters under Section 37 of the Penal Code for conspiring to smuggle ING BOW and ING NOM into the United States.

In addition to the above SUEY SING's letter of May 30 shows that two parties of four each were successfully smuggled across the border since May 26th, and an expression of opinion has been requested from the Inspector in Charge at Detroit with a view of putting into effect proper methods to break up the wholesale smuggling of Chinese which appears to be going on in the vicinity of Detroit, as per attached letter No. 309-D, dated June 7, 1914.

Richard H. Dayton.
Immigrant Inspector.

RHT-IT.
Inclo.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Drive 7
Iras 2 Wash

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No. 1683.
CW.

June 6, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

I beg to acknowledge receipt of your letter, No. 309-D, dated June 5, 1914, in which you request to be furnished with copies of translations of Chinese letters received from the Inspector in Charge at New York.

In connection therewith, you are advised that the two Chinese, Ing Bow and Ing Nom, arrested at Monroe, Michigan, were destined to 790 Gravesend Avenue, Kensington, Brooklyn, and we requested the Chinese Inspector in Charge at New York to search the premises at the address above-named in hopes that incriminating evidence in the shape of letters could be found. Inspector Sisson forwarded me five letters found therein, which came from Toronto and Windsor, translations of which are herewith enclosed. You are advised that these letters were placed in the hands of United States District Attorney Webster, with the request that he advise us if we had sufficient evidence to connect the parties in New York with the smuggling of Ing Bow and Ing Nom. As yet, United States Attorney Webster has not advised me of his opinion in this regard, but if same is favorable, the evidence will be placed before the Federal Grand Jury, now in session, and you will be duly advised of the outcome.

G Oliver Frick
Inspector in Charge.

No. 309-D. June 7, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Judging from the successful manner in which the Chinese smugglers have succeeded in eluding our officers in the vicinity of Detroit, it has become apparent that some definite arrangements will have to be made to cope with the smuggling situation in that vicinity and, therefore, in view of your personal knowledge of local conditions, you are respectfully requested to suggest some feasible plan by which the situation can be met. The fact that Henry Letour and his partner succeeded in getting as far as Chicago without being apprehended, and that Geiser and Anderson would have made another successful trip but for their accidental discovery by police officers near Monroe, Michigan, and, as shown by your reports, many Chinese appear to have been successfully smuggled to their destination, demonstrates the necessity for the adoption of different methods of running down the information furnished by informants Willie Pang and O'Donnell.

Regret to say it will be impossible for me to devote as much time to Detroit as I have to this section and, therefore, trust you will be abl e to outline a plan that will serve to assist me, in your District, in carrying out the Bureau's instructions to break up the smuggling of Chinese into the United States.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

Translation of letter No. 4 by Interpreter Louis Bong.

(C O P Y)

I received your letter today inquiring about Ah Bong's matter. They have now been sent back to Detroit with the two white men and the chauffeur. After they had travelled about thrity miles, they were arrested near some small town. Be sure to send work to New York to have one of their cousins come to Detroit and have them bailed out before the case is tried. In their statements they claimed that they were living in the United States, and hired the automobile just to take a ride, but you can do whatever you think best. Even if Koon Ai goes there, it will be on or two weeks before arrangements can be made, you know that is always the way in court proceedings, when Chinamen try to enter. It is all a matter of luck. Since these two men were caught, two parties of four men each, have successfully crossed the border, and were not captured. So you understand that smuggling depends on luck. You can see that it was not due to carelessness that these two men were caught, because the white men were caught also. There is an old saying that a man who does wrohg many times is bound to get caught some time.

To Ng Jong and Ng Tung
Sent by Suey Sing.
5th month, 30th day.

Translation of letter No. 5 by Interpreter Louis Fong.

(C O P Y)

To Ng Yep Fung, Ng Yep Dom, Ng Yep Guey, Ng Yep Den and Ng Yep Sam;

I received a letter from the smuggling agent this morning regarding the matter of Ah Bong. Their evidence is kept by the authorities. When you read this letter I wish you would get a lawyer right away to bail them out, before we take any other steps. I heard that nobody is allowed to enter Canada now, so I don't know what we can do in this case.

Sent by Tung.

C.R. 3rd year, 6th month, 1st day.

(Envelope)

Please deliver to Ng Yep Den and Ng Yep Guey.

Translation of letter No. 1 by Interpreter Louis Fong.

(C O P Y)

To Mr. Koon Tung:

The two men crossed the river safely last Tuesday evening, but after they had travelled about thirty miles in the automobiles they were arrested in some small town, with the two white men and the chauffeur. That was the third attempt that these two men have made, and they have already cost me over two hundred dollars. You have only paid me fifty dollars, and I have paid out about one hundred and fifty dollars out of my own pocket. As soon as you read this letter, send work to some of your cousins and have someone come to Detroit to hire a lawyer to bail these men out and attend to their cases.

Sent by Suey Sing.

5th month, 27th day.

Translation by Interpreter Louis Fong of letter No. 2.

(C O P Y)

To nephews Ng Yep Fung, Ng Yep Dom, Ng Yep Guey, Ng Yep Den, and Ng Yep Sam:

I am writing this to let you know that I received a letter from the smuggling agent stating that Ah Ngim and Ah Bong attempted to enter, which letter is enclosed herewith, so you can arrange to have them bailed out. If I receive any other letters I will forward them to you.

Sent by Tung.

C.R. 3rd year, 5th month, 28th day.

(Envelope marked "1 and 2")

Please deliver to Ng Yep Den and Ng Yep Guey, clansman.

Translation of letter No. 3 by Interpreter Louis Fong.

(C O P Y)

To Mr. Ng Tong and Mr. Ng Pen On, relatives by marriage:

I hope your business is good and you are making plenty of money. I am now in Windsor but I cannot find work to do and am having a hard time. I heard that Ah Bong and Ah Ngim went from Windsor to the United States, but that they were arrested, and I do not know how they are making out now. I am a stranger here and I have no money, so I cannot have much to say. I wish you would talk the matter over, and decide what to do. I must close.

Sent by Hong Sing.

5th month, 29th day.

(Envelope)

Please deliver this important letter to Mr. Ng Tong and Mr. Ng Pen On.

No. 309-D. Buffalo, N.Y., June 5, 1914.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Adverting to your letter No. 2297-C.W., dated June 4, 1914, addressed to the Chinese Inspector in Charge at New York, you are requested to furnish me with copies of the translations of Chinese letters referred to therein, together with full particulars regarding same.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

Inspector in Charge,
Detroit, Michigan,
June 4, 1914.

No. 2297.
CW.

Mr. H. B. Sisson,
Chinese Inspector in Charge,
17 State Street,
New York, N. Y.

I beg to acknowledge receipt of your letter, No. 3645/165, dated June 3, 1914, enclosing therewith three Chinese letters, together with translation of same in duplicate.

I note that the permission to take these letters was from the Chinaman who kept the laundry at 790 Gravesend Avenue, Kensington, Brooklyn, and I thank you for your trouble in this matter.

(Sgd) G. Oliver Frick.

Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

For your information and file.

G Oliver Frick

Inspector in Charge.

May 30

Inspector in Charge,
Detroit, Michigan,
May 29, 1914.

No.2242/102.

Chinese Inspector in Charge,
U.S.Immigration Service,
New York,N.Y.

We have under arrest a Chinese person whom we believe was destined to the following address: James Lee, 790 Gravesend Ave.,Kensington,Brooklyn,N.Y.

In order to complete the chain of evidence, will you kindly search this address in order to see if you can obtain any letters received from Frank Suey Sing, also known as Frank Lee, of Windsor,Ontario.

(Signed) G.OLIVER FRICK
Inspector in Charge.

GOF-LAS

Mr.Richard H.Taylor,
Castle Inn,
Buffalo.

For your information and file.

G Oliver Frick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF .....

CONFIDENTIAL. PORT OF June 7, 1914, Buffalo, N.Y.

No. 309-V.

Commissioner General of Immigration,
Washington, D.C.

Attached hereto will be found copies of correspondence regarding the alledged smuggling of Chinese into the United States from Vancouver in mail car No. 109; said information having been furnished by George Payne, Special Agent, Northern Pacific Railroad at Seattle.

Immediately upon receipt of this information the Inspector in Charge at Vancouver was directed, by wire, to have this car kept under surveillance while in Vancouver and to have an officer ride the train to Seattle, if contrabands were put into the tool box, for the purpose of apprehending the persons who attempted to release them.

This morning I received attached telegram from Inspector in Charge Zubrick questioning the legality of the procedure contained in my instructions and he was immediately advised that he assumed no responsibility for the legality of the procedure in the matter and was requested to carry out instructions or wire his refusal to do so.

The only construction to be put on Inspector Zubrick's telegram is that he is under the erroneous impression that if he permitted the Chinese to be brought into the United States in the manner described it would be a violation of the Exclusion Law. Had he given the matter proper thought he would have realized that he had no jurisdiction over the actions of the Chinese or the

smugglers in Canada and that all he could do would be to keep them under surveillance and arrest them when they reached the States. He was instructed to follow the car to Seattle and there kept it under surveillance for the purpose of apprehending the smugglers, instead of taking the Chinese out of the tool box at Sumas where it would probably be impossible to fix the responsibility for their presence therein.

Unfortunately the Seattle office searched the tool box of this car the first time it reached Seattle after the receipt of the above information, which may have resulted in warning those responsible for handling the Chinese that they were under suspicion. As soon as I learned of the latter the Seattle office was directed to drop the matter.

Richard H. Taylor.
Immigrant Inspector.

RHT-IT.

Inclo.

Western Union Telegraph Co.

Buffalo, N.Y., June 7, 1914.

Immigration,
Vancouver, B.C.

You assume no responsibility for legality procedure in our matter. Carry out instructions or wire refusal to do so. Seattle instructed stop searching car.

TAYLOR.

Attest:

Immigrant Inspector.

1914.

7401-O.

POSTAL TELEGRAPH-CABLE COMPANY

NIGHT LETTERGRAM

THE POSTAL TELEGRAPH-CABLE COMPANY (INCORPORATED) TRANSMITS AND DELIVERS THIS NIGHT LETTERGRAM SUBJECT TO THE TERMS AND CONDITIONS PRINTED ON THE BACK OF THIS BLANK.
CLARENCE H. MACKAY, PRESIDENT.

RECEIVED AT | DELIVERY NO. 411

INDEPENDENT COMPETITIVE PROGRESSIVE

4—407

M 2776

or 71041 da

Rn 4 k 30 N L 41c A

Vancouver B.C. June 6

Richard H Taylor Immigration, Buffalo N.Y.

Your wire fifth, Would not know-ingly escorting contraband across border as directed by Violation exclusion law, request authority bureau, suggest seattle continue inspection car mentioned pending decision of question raised.

Z Urdrick.

NIGHT

Western Union Telegraph Co.

Buffalo, N.Y., June 6, 1914.

Immigration,
Seattle, Washington.

Reference Fishers reports drop car hundred and nine for present. Vancouver handling matter.

TAYLOR.

Attest:

Immigrant Inspector.

1914

7401-C.

CONFIDENTIAL.

Buffalo, N.Y., June 5, 1914.

No. 309-S.

Commissioner of Immigration,
Seattle, Washington.

Receipt is respectfully acknowledged of your letter No. 4209/37, dated June 1, 1914, transmitting information to the effect that Chinese are being smuggled into the United States in the tool box of mail car No. 109, Northern Pacific Railroad.

You are advised that this matter has been turned over to the Vancouver officer and you need not give it any further attention.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

CONFIDENTIAL.

No. 309-V. Buffalo, N.Y., June 5, 1914.

Inspector in Charge,
Vancouver, B.C.

Adverting to my telegram of this date, the following information has just been received:

> "For some time past our train #342 which leaves Sumas 8 A.M. has had mail car #108-9 assigned and on several trips Vancouver, B.C. to Seattle, this mail car #109 when switched to Seattle yards, investigation of tool box under car shows signs of occupancy, remnants of food, water bottle and tins, which had contained chinese foods have been found. This mail car leaves here (Seattle) on #341 and is only part of our equipment that passes the border at Sumas, and is detached from train at Mission Jct. and goes on to Vancouver on a local, and leaves Vancouver the following day about 5:30 A.M. The tool box will comfortably carry 1 large man, or two young or medium sized persons".

As it appears, this car, No. 109, runs alternately with No. 108, and probably leaves Vancouver every other morning at 5:30. Of course you will definitely establish this fact through secret inquiries or otherwise.

In order to fix the responsibility and apprehend those responsible for the illegal importation of Chinese in this manner, you should detail officers to secretly watch this car for the entire time it is in Vancouver without any omissions. If Chinese are put in, the officers should ride the train through to Seattle and there keep the car under surveillance for the purpose of arresting those who release the Chinese.

When necessary appropriate authority will be issued covering the expense of the officer who proceeds to Seattle in connection with this matter.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IY.

EIGHT

Western Union Telegraph Co.

Buffalo, N.Y., June 5, 1914.

Immigration,
Vancouver, B.C.

Watch secretly mail car hundred and nine leaving Vancouver five thirty morning for Seattle via Sumas. If contrabands put in tool box under car have Inspector ride train to Seattle and watch car for party who releases contrabands.

TAYLOR.

Attest:

Inspector.

1914. 7401-O.

DEPARTMENT OF LABOR

TELEGRAM

2WU Y 19 Paid G R Night

RECEIVED
BUREAU OF IMMIGRATION
JUN 8- 1914

Buffalo, N. Y., June 7, 1914

Immigration,
Washington, D. C.

Reference copy my report to District Attorney May twenty fifth Bleakley and Weaver arrested today.

Taylro.

June 8, 1914...9am-

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

OFFICE OF _____

CONFIDENTIAL. PORT OF Buffalo, N.Y., June 5, 1914.

No. 309-C.

Commissioner General of Immigration,
Washington, D.C.

Attached hereto, for filing, will be found the following reports:

1. Reports and correspondence regarding the apprehension of a Chinese by Inspector McCullough at North Stratford, New Hampshire, April 21, 1914, after having gained surreptitious entry from Canada, en route to New York, he having been reported to Inspector McCullough by John C. Hutchins who conducts a store at North Stratford. The officers were unable to determine the route by which this Chinese entered the United States.

2. Reports and correspondence regarding the arrest of Joseph Walker, colored porter, at Island Pond, Vermont, by Inspector Allen, for having a Chinese, WAH LUNG, concealed in the linen locker of his car attached to Grand Trunk train which left Montreal at 8:15 P.M. for Portland, Maine. Walker was arrested upon information furnished to the Montreal office by Harry Harris, a colored man, located in that city; and from a slip of paper found in his possession the Chinese was destined to a Chinese Laundry, 85 Middle St., Portland, Maine, conducted under the name of H. Chin. Walker was indicted May 21, 1914, at Windsor, Vermont, and on May 23, 1914, was arraigned before Judge Martin, entered a plea of guilty and was sentenced to serve a year and a day in the United States Penitentiary, Atlanta, Georgia.

Harris was paid $50 for the information furnished in the above case and is expected to furnish similar information along the same line in the future.

Richard T. Taylor.
Immigrant Inspector.

RHT-IT.

#1

XXXXXXXX

Just arr'd

Immigrant Inspector
Island Pond, Vermont

April 28, 1914

RECEIVED
APR 28 1914
OFFICE OF
U.S. Commissioner of Immigration
MONTREAL, CANADA.

United States Commissioner of Immigration,
Montreal, Canada.

At about 12:30 noon, Wednesday, April 22nd Inspector McCullough informed me, by telephone, that, on the previous day he had taken into custody a Chinese who had been found in the village of North Stratford, N. H. I thereupon took the first train for that place, arriving there at 2:00 p.m.

Inspector McCullough informed me that he had examined the Chinese' person and consequently I made only a superficial examination of same. His dress, in part, was evidently Canadian and his shoes were probably of the same manufacture. It was noticeable that his clothing and shoes bore no mud stains and this circumstance was the more noteworthy in view of the extremely muddy condition of the local highways at that time.

Inspector McCullough informed me that he had taken the Chinese at about noon of Tuesday, April 21st and it appears that the first notice of the Chinese' presence in North Stratford was at noon of thatdate when he entered the store of John C. Hutchins.

Mr Hutchins, when interviewed by me, stated that the Chinese asked for cigarettes and made it evident that he wished to go to New York by saying, "Tick-tick, New York". Mr Hutchins states that he thereupon summoned Inspector McCullough who took the Chinese into custody. I did not find anyone else in North Stratford who saw the Chinese prior to his visit to Mr Hutchin's store, nor was I able to find anyone connected with either the Grand Trunk or Maine Central lines at North Stratford who saw him before his apprehension by Inspector McCullough.

On the date on which this Chinese was found in North Stratford the tracks of the Grand Trunk Ry. at a point about 2 1/2 miles south of North Stratford, were badly damaged by flood and those of the Maine Central R. R. a few miles further south were also impassable. At each "washout" traffic had been suspended. In view of the cleanly condition of the Chinese' shoes I am strongly of the belief that he was brought as far as North Stratford by a freight crew and there put out of the caboose, being directed to proceed in a southerly direction and that he lost his way and started to return to Canada.

On April 21st Grand Trunk train No. 14 (southward from Montreal) arrived at Island Pond at 8:42 a.m. and departed at 11:00 a.m.

Inasmuch as I was unable, by reason of crippled train service, to meet this train at the border I arranged with the local train master to have all doors of the cars locked upon the train's arrival at Island Pond. This was done and no one departed from the cars until I had first inspected same. This inspection included an examination of every locker and compartment of the train, including the box seats of the slepping car. If the Chinese was concealed aboard this train he was hidden in the brakeman's box (an untenable theory) or in the Canadian mail car. As previously stated, this train arrived at Island Pond at 8:42 a. m. Attached to the rear of the train was the private car of General Superintendent of Grand Trunk Ry. Bowker. At 8:50 a. m., and while I was engaged in the inspection of passengers within the train, this car was removed from the rear of the train and, attached to a special engine, was immediately taken to North Stratford. Believing that this car would contain only officials of the Grand Trunk, and never having found anything of a suspicious nature within such cars, I did not communicate with Inspector McCullough with a view toward having same inspected upon its arrival at North Stratford.

Since writing the first paragraph of this letter I have talked with Inspector McCullough and he informs me that the Chinese was first seen somewhat south of North Stratford between the hours of nine and ten in the forenoon.

I am now conducting an investigation relative to certain employees of the Grand Trunk and as soon as possible I shall submit a report covering my findings.

George R. Allen
Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA.

10889/230.

April 28, 1914.

Richard H. Taylor,
Immigrant Inspector,
c/o Bureau of Immigration,
Washington, D. C.

Recently a Chinese person was apprehended by Inspector Allen McCullough at North Stratford, New Hampshire, who was undoubtedly smuggled into the United States from Canada.

I am inclosing copy of report made by Inspector George R. Allen, of Island Pond, Vermont, which gives the result of his investigations thus far in this case.

It is hoped that the further efforts of both Inspector Allen and this office will result in determining the responsibility for the illegal transaction.

John D. Clancy
Commissioner.
asw.

Inclosure 6690.

JWE.

#2

No. 309/C

ISLAND POND.

No. 209/C. Buffalo, N.Y., May 28, 1914.

Mr. John H. Clark,
U. S. Commissioner of Immigration,
Montreal, Canada.

Receipt is acknowledged of your letter No. 10889/228-235, dated May 25, 1914, regarding the case of Joseph Walker. The results are indeed gratifying and it is to be hoped that the sentence imposed in this case will have a deterrent effect upon others engaged in similar operations.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

No. 309/C. Buffalo, N.Y., May 28, 1914.

Mr. John H. Clark,
U. S. Commissioner of Immigration,
Montreal, Canada.

Receipt is acknowledged of your letter No. 10889/228-235, dated May 25, 1914, regarding the case of Joseph Walker. The results are indeed gratifying and it is to be hoped that the sentence imposed in this case will have a deterrent effect upon others engaged in similar operations.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

U.S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA

10889/228-235. May 25, 1914.

Richard H. Taylor,
Immigrant Inspector,
Buffalo, New York.

Referring to the prosecution of the colored porter JOSEPH WALKER on the charge of smuggling one Chinese person into the United States in a sleeping car on May 5th, 1914, I have to advise you that Walker was indicted on May 21st by the Federal Grand Jury at Windsor, Vermont, and on May 23d was arraigned before judge Martin. He entered a plea of guilty and was sentenced to serve one year and one day at the United States Penitentiary, Atlanta, Georgia.

Thus far nothing has been secured from Walker touching on the connection of J. W. James with the transaction; however a further effort is being made to get some information out of the prisoner which may furnish the basis of a prosecution against James. The latter, who is believed to be the head of the Chinese smuggling by Pullman cars in this city, resides here continuously and is not known to have been out of Montreal for a long time. However, if we should be successful in obtaining enough information to get him indicted, some way may be devised whereby he will be brought into the jurisdiction of our courts.

John Clark
Commissioner.

LO

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA

10889/228-235. May 22, 1914.

Richard H. Taylor,
Immigrant Inspector,
Buffalo, New York.

Replying to your letter of May 21st, No. 309-C, relative to the case of the colored porter Joseph Walker, you areadvised that immediately after the capture of this man and the Chinese was reported, an investigation was made at the local headquarters of the Pullman Company, and full information was obtained in regard to Porter Walker's assignment to the car on which the arrests were made, also in regard to the exact quantity of linen previously in the car and the quantity delivered to the care of Walker on said car prior to starting on the trip in question.

As soon as the name of Pat Taylor was mentioned an investigation was made with reference to him. It was found that Taylor is one of the oldest and most trusted porters in the employ of the Pullman Company; also that it was well known to both Walker and Taylor on the morning of the day when the Chinese was taken out that the sleeping car on the Montreal-Portland run was to be in charge of Walker and not Taylor; hence it is believed that Walker's statements attempting to implicate Pat Taylor are absolutely false, and from all the information which has been developed by our investigations thus far I am of the opinion that

the only persons connected with the attempt to smuggle the Chinaman Wah Lung into the United States were Joseph Walker and one J. W. James of this city, to whom I referred in a previous communication.

All the facts in connection with the case have of course been reported to the United States Attorney at St. Johnsbury, and the case of Walker was presented to the Grand Jury at Windsor, Vermont, yesterday. I have been advised unofficially that a true bill was found. United States Attorney Dunnett is being informed that if he desires to have Pat Taylor as a witness when Walker is brought to trial, I will arrange for his attendance.

The Department has paid fifty dollars to our informer, Harris, and he is keeping in close touch with this entire Pullman-car-smuggling situation, also exercising a surveillance over Wallace Ritchey of this city, a suspected smuggler, who is also receiving the attention of our own officers here.

In the preliminary hearing accorded Walker one of the strong points against him was that he had in his possession when arrested a slip of paper bearing the address "85 Middle Street". Our officers made inquiries and found that 85 Middle Street, Portland, Maine, was occupied by the Chinese laundry of H. Chin.

LO

Commissioner.

No. 309-C

Buffalo, N.Y., May 21, 1914.

Mr. John E. Clark,
U.S. Commissioner of Immigration,
Montreal, Canada.

Inclosed herewith is a communication from Daniel J. McDermott, Inspector in Charge, Newport, Vermont, No. 2350/6, dated May 18, 1914, incorporating resume of statement made by the negro porter, Joe Walker, taken in response to a telegraphic request from me, together with copy of a letter addressed to Walker May 16, 1914, and signed George W. Wilson.

If it has not been done already, I would respectfully suggest that investigation be made to affirm or deny the statement made by Walker regarding his assignment to the car upon which the Chinese was found; the receipt of the linen, etc. Also that a statement be taken from Pat Taylor upon whom Walker appears, by inference, to place the blame for the presence of the Chinese in his locker.

Kindly return the inclosedwith copy of additional information secured. Presume the officer handling this prosecution will be supplied with copies of all statements and correspondence in connection with this matter for presentation to the United States Attorney.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT

No. 309-C

Buffalo, N.Y., May 21, 1914.

Mr. John H. Clark,
U.S. Commissioner of Immigration,
Montreal, Canada.

Inclosed herewith is a communication from Daniel J. McDermott, Inspector in Charge, Newport, Vermont, No. 2350/6, dated May 18, 1914, incorporating resume of statement made by the negro porter, Joe Walker, taken in response to a telegraphic request from me, together with copy of a letter addressed to Walker May 16, 1914, and signed George W. Wilson.

If it has not been done already, I would respectfully suggest that investigation be made to affirm or deny the statement made by Walker regarding his assignment to the car upon which the Chinese was found; the receipt of the linen, etc. Also that a statement be taken from Pat Taylor upon whom Walker appears, by inference, to place the blame for the presence of the Chinese in his locker.

Kindly return the inclosedwith copy of additional information secured. Presume the officer handling this prosecution will be supplied with copies of all statements and correspondence in connection with this matter for presentation to the United States Attorney.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF Immigrant Inspector

PORT OF Island Pond, Vermont

May 14, 1914

Mr Richard H. Taylor,
Immigrant Inspector,
U. S. Immigration Service,
Buffalo, N. Y.

Your telegram of yesterday was received last night and, since Joseph Walker is now in detention in the county jail at Newport, Vermont, your communication has been referred to Inspector in Charge McDermott of Newport, with appropriate request.

George R. Allen
Immigrant Inspector.

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U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF Immigrant Inspector
PORT OF Island Pond, Vermont

May 10, 1914

Mr Richard H. Taylor,
Immigrant Inspector,
Care Bureau of Immigration,
Washington, D. C.

At 11:00 p. m., May 4th I received a telegram from Inspector E. A. Masuret at Montreal stating, in substance, that he had information that a Chinese was concealed in a linen locker of the sleeping car attached to Grand Trunk train No. 14, which had left Montreal at 8:15 p. m. that day. Accordingly, upon the train's arrival at the border I searched the sleeping car and found alien Wah Lung concealed behind a pile of clean linen in the upper shelf of a linen locker. I took the alien into custody and placed the porter of the car, Jospeh Walker, under arrest.

Both the alien and Walker were thoroughly searched. The Chinese' clothing contained only $7 in United States money and a silk handkerchief. Walker's clothing carried several letters which he had received from different women, none of which were in any sense relevant. In one of his coat pockets was found a slip of manila paper on which was pencilled "85 Middle St." Walker carried a traveling bag which contained a miscellany of articles, but nothing of interest for our purpose.

Walker was thoroughly questioned but firmly denied knowledge of the Chinese until, shortly before he was taken by the Deputy Marshall, He stated that "Harris", rather than he, should be in detention. Immediately after his arrest he requested that one Balbadean at 416 Notre Dame St., West, Montreal, Canada be notified of his predicament. On May 7 James Williams, colored, a recently discharged ex-trooper of the Tenth U. S. Cavalry, came to this port from Montreal for the purpose of conferring with Walker. Williams was not permitted to leave the local depot and returned to Canada by first train. I am informed that at 85 Middle St., Portland, Maine a Chinese laundry is doing business under the name "H. Chin".

George R. Allen
Immigrant Inspector.

53620/309

Buffalo, N.Y., May 9, 1914.

U. S. Commissioner of Immigration,
Montreal, Canada.

Receipt is acknowledged of your letter No. 10899/228-235, dated May 6, 1914, reporting the apprehension of WAH LUNG alias NY SEUNG in the linen closet on a sleeper by Inspector Allen at Island Point, Vermont, May 4, 1914, upon information furnished by Harry Harris of Montreal; also the arrest of J. Walker, porter in charge of the car "Pyramus".

As it is characteristic of a colored man to "squeal" when arrested, perhaps if a little pressure is brought to bear on Walker he may be induced to give information concerning the "higher ups"; the officers may also be able to learn just how extensively this route has been used.

Your request for authority to pay Harris $50. is noted and I trust it will be productive of good results.

As we have just put a 25-knot motor boat in service here, it will not be long until the smugglers are either caught or driven from the Niagara frontier. In the latter event the operations will doubtless be increased along the Northern frontier, and I would be pleased to have an expression of opinion from you as to the advisability of securing a couple of mounted inspectors (probably mounted on motor cycles) for work along that border at whatever places, in your judgment, best results could be obtained.

As regards the motor boat, I am teaching Inspector Dodds to operate it,

which will obviate the necessity for hiring an engineer and, with the assistance of one officer, he ought to make it impossible for the smugglers to cross at any place along the river, or catch them if they persist in their attempts to do so, as we now have a system of informants on the other side through which the operations of the smugglers and Chinese are traced to the water front. Two lots of three each came across last week but as the patrol was not sufficiently large to cover the entire river front, they were successfully landed; of the last three two were traced to New York and, but for the carelessness of the telegraph people in delivering a message to the New York inspectors, they would have been caught upon their arrival in Hoboken, together with two white men who appeared to be with them.

Judging from report submitted by Inspector in Charge Oliver P. Robinson, Ogdensburg, New York, No. 1, dated May 6, 1914, there is doubtless a loop hole somewhere in the immediate vicinity of Prescott which needs careful attention. Inspector Robinson has been advised to be extremely cautious in approaching railroad employees for information regarding Chinese smuggling operations as many of such employees are doubtless engaged in the latter business. It has been suggested to Inspector Robinson that he might be able to arrange with Teddy Horn, the hotel runner referred to in his letter, to keep close watch of the Chinese with a view of locating the point at which they are rowed across the river; he might be able to do this by promising him the usual reward of $100. for information which would lead to the apprehension and conviction of the smugglers.

In order to assist the officers along the border, the Inspectors in Charge at New York and Boston have been directed to report, promptly, the result of all information furnished them which will be immediately communicated to the border officers interested.

Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA.

10889/228-235. May 6, 1914.

Richard H. Taylor,
Immigrant Inspector,
Washington, D. C.

I beg to advise you that on the evening of May 4th, shortly after the departure of the 8:15 train for Portland, Maine, from the Grand Trunk Station in this city, our Inspector on duty at said station was approached by one Harry Harris, a colored man, who gave the information that there was a Chinaman concealed in the linen closet on the sleeping car attached to the Portland train, and that the colored porter of the said car was implicated in the attempt to smuggle the Chinese into the United States. A telegram was promptly sent to Inspector Allen at Island Pond, Vermont, and when he boarded the train at the boundary a careful inspection of the sleeping car was made, which resulted in the discovery of one Chinese person, who was removed from the train at Island Pond where request was made by telegraph for Department warrant of arrest.

The colored porter in charge of the car in question (the "Pyramus") was Mr. J. Walker. He was also removed from the train at Island Pond by Inspector Allen, and he was subsequently taken to Newport, Vermont, where complaint was sworn out against him before U. S. Commissioner Young charging him with aiding and abetting the unlawful entry of a Chinese person.

The Chinese alien, Wah Lung, alias Ng Seung, was accorded hearing under Department warrant at Island Pond last night. While he sets up a claim of having been born in the United States, he has nothing whatever to support the claim, and he admits having been smuggled from Canada, and that he was placed in the car by a colored man; although he can not identify the porter Walker as the person who put him there.

This Chinaman was concealed most skilfully, and were it not for the information supplied it is very doubtful that he would have been discovered. He had been placed at the extreme rear of the top shelf in the linen closet. To divert any suspicion the front part of the shelf had been piled up with bundles of clean linen reaching higher than the top of the door, so that the top shelf had every appearance of being full of clean linen.

Mr. Harris, who furnished the information, is keeping in touch with this office and has reported several other facts which seem to indicate that the smuggling of Chinese in the manner above described is being carried on quite extensively. We will make every effort to obtain all possible information from this party with a view to putting a stop to this practice. I have requested the Bureau to authorize a payment of $50 to him for his services, by way of an encouragement to future activity along the same line. It is essential, of course, that the people with whom he is acquainted here do not find out that he is giving us any information, and he therefore particularly requests that his connection with this matter be kept strictly confidential.

I am issuing a circular letter to all sub stations calling attention to the manner in which Chinese are being smuggled, and admonishing all officers to give particular attention to the various closets and other compartments on sleeping cars entering the United States from Canada.

J. Hull Clark
Commissioner.
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U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF _____

PORT OF Buffalo, N.Y., June 5, 1914.

No. 309/1

Commissioner General of Immigration,
Washington, D.C.

Attached hereto, for filing, will be found reports from the Commissioner of Immigration, Gloucester, New Jersey, as follows:

1. Letter from the Commissioner Nos. 3930-L, 2146-C, dated April 16, 1914, transmitting transcripts of testimony which indicate that the Wong Chong Co. of 834 Race St., Philadelphia, of which Wong Cha Po, alias Charles Shappan, is manager, is probably engaged in the illegal importation of Chinese by securing their admission as alleged minor sons of alleged merchants. The roster of this firm shows 15 members at $1000 each, while the manager admits, according to the attached statement, that the stock is worth only $4000. This would seem to place this store within the disqualifying clause in Rule 15, paragraph J, in that the stock, at least, is not commensurate with the alleged capital invested, to which fact the attention of the Commissioner of Immigration at Gloucester has been called.

2. Report from the Commissioner of Immigration at Gloucester, New Jersey, Nos. 3930-I, 2146-C, dated May 27, 1914, inclosing transcript from the records of the Boarding Division at the Port of Philadelphia setting forth the names of vessels arriving at that port during the months of January, February and March, showing those that have Chinese crewmen as well as the ones likely to be used in the smuggling of Chinese into the United States.

3. Report from the Commissioner of Immigration, Gloucester, New Jersey, Nos. 3930-I, 2146-C, dated May 26, 1914, forwarding copy of report by Inspector Mallet submitted to the Bureau, relative to the smuggling of Chinese into the United States from Jamaica and the searching of the S.S. "Jolando Di Giorgio" and S.S. "Amelia", and suggesting that several men be employed in searching and guarding vessels from Jamaican and Mexican ports. Letter addressed to the Commissioner of Immigration, Gloucester, No. 309/1, dated May 28, 1914, replying to the above and advising that the employment of guards and searchers in connection with vessels

supposed to have Chinese on board at other ports was not satisfactory and suggesting that in the future one or two officers be detailed to keep vessels under secret surveillance (particularly those regarding which information has been received that Chinese are on board) instead of searching same.

4. Report from the Commissioner of Immigration, Gloucester, Nos. 3930-I, 2146-C, dated April 13, 1914, submitting records and reports regarding fifteen Chinese found on the S.S. "Chiswick" January 30, 1914, showing that Ho Kow was sentenced to one year in the Eastern Penitentiary, Eastern Pennsylvania, and Leung Sam and Kok Kum to three months each for complicity in this matter; together with other reports showing the manner in which Chinese are smuggled into the United States and the methods employed to prevent same at the Port of Philadelphia.

   The Chinese Inspector in Charge at New York has been furnished with information contained in these reports having to do with smuggling operations in his District.

5. Report from the Commissioner of Immigration, Gloucester, Nos. 3930-I, 2146-C, dated June 1, 1914, advising that on May 25, 1914, two Chinese stowaways were found in the forepeak of the S.S. "Esparata" where they were discovered by search initiated by the Philadelphia office; also report No. 2146-C, 2167-C, 2168-C, dated June 2, 1914, inclosing minutes of special inquiry hearing in the case of the two Chinese, Ching Hang and Mock Jin, found on the S.S. "Esparata".
   These reports show that the two Chinese were placed on board the United Fruit Co.'s boat "Esparata" at Port Antonio, Jamaica, apparently by a negro; that Ching Hang paid $50 for his passage and that of Mock Jim; that someone on the boat supplied them with food and water en route, but the Chinese were either unwilling ot unable to identify this person; that both Chinese went direct from China to Jamaica where Ching Hang had resided only about two months and Mock Jim less, than a year; that John R. Carson, First Officer on the "Esparata" searched his vessel en route under instructions of the Captain but admitted that he had failed to searched the forepeak where the Chinese were found, for which it appears he was subsequently dismissed.

Upon receipt of the above information the Inspectors at Boston, New York and Baltimore were advised and instructed to place the "Esparata" on their list of suspects for future information, as per copy of communication hereto attached.

Richard T. Taylor
Immigrant Inspector.

RHT-IT
Inclo.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#1

IN ANSWERING REFER TO
No. 39308I
2146-C

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

April 16th, 1914.

Inspector Richard H. Taylor,
Bureau of Immigration,
Washington, D. C.

There is herewith forwarded for your information a copy of certain transcripts of testimony which indicates that the Wing Chong Company, 834 Race Street, Philadelphia, is very probably implicated in the illegal importation of Chinese, by securing their admission as alleged minor sons of alleged merchants; such alleged merchants being vested with a nominal membership on the partnership roster of the firm in question.

CVM

Acting Commissioner.

Firm Roster of the Firm of Wing Chong Co., 834 Race St., Philadelphia, Pa.

NAME CHINESE	NAME ENGLISH	Date Joined Firm	Amount Invested	Position in Frim-	Location
楊國	Young Sing	1911	$1000	Manager	In store ✓
黃保	Wong Bow	1911	$1000	Salesman	In store ✓
鐘有	Jung You	1911	$1000	"	In store ?
楊昌	Young Chong	1911	$1000	"	In store. ✓
鐘洪	Jung Hong	1911	$1000	"	In store. ?
李狗	Lee Gow	1911	$1000	"	In store. ?
李勝	Lee Sing	1911	$1000	"	In store ✓
楊亮	Young Leung	1911	$1000	Passive	Visiting China. ✓
楊茸	Young Mow	1911	$1000	"	" ✓
李啓	Lee Kai	1911	$1000	"	In city ?
楊可	Young Ho	1911	$1000	"	" ?
楊炳	Young Bing	1911	$1000	"	" laundry
黃光	Wong Quong	1911	$1000	"	" laundry
李章	Lee Chang	1911	$1000	"	" laundry
鐘後	Jung How	1911	$1000	"	" laundry

Filed by Lee Sing, April 11th, 1913. Translated by J. H. Lee.

March 21, 1914. 3.45 p.m.

Report of hearing accorded Wong Cha Po.

C. V. Mallet, Examining Inspector.
Harold M. Rhoads, Stenographer.

WITNESS sworn:

Q What is your name?
A Charles Chappan.
Q What is your Chinese name?
A Wong Cha Po.
Q What is your business?
A Merchant.
Q Are you a merchant of a store?
A Yes.
Q What is the name of it?
A Wing Tong Company.
Q What address?
A 834 Race St., Philadelphia, Pa.
Q How long at that address?
A Nearly three years.
Q How many members in the firm?
A Fifteen altogether.
Q How much is the stock worth?
A About $4000.
Q How many of these men work in a laundry to your knowledge?
A Let me see; I cannot count; I must see how many go away first; three are away in China.
Q What are the names of these who are away?
A One be Yong How; one be Yong Leong; and one be Lee Sing.
Q Are they all that are in China of your firm?
A Yes. One more there are four away.
Q What is the name of the other one?
A I believe only three now.
Q There are four; what is the name of the other one?
A I seen only three.
Q How many does Miss Yerger, this lawyer you just saw here, know of these men that are away?
A How does she know? She knows nothing about it.
Q Are there only three away; are you sure of that; you are the boss?
A I think there are only three.
Q Well, may there be four?
A Besides, yesterday one went yesterday; he went last night.
Q Where did he go?
A To China.
Q How many men remaining in this country are working in laundries at this time?
A What do you mean?
Q How many of these fifteen men are working in laundries?

A I guess about six or seven.
Q Well, what are their names?
A I will have to see the book first; now I talk to you, I cannot remember.
Q Did you bring three Chinese over here the other day?
A Tuesday, yes.
Q What are their names?
A One be Du Choy; one be Yung Cheng; the other one Lum Shak.
Q Where did they come from?
A From New York.
Q When did they come from New York?
A Last Saturday.
Q All three of them come last Saturday?
A Yes.
Q Why did they come to your place?
A They told me that they were coming down to see the three stowaways that were in this office.
Q How long did they stay in your place?
A Came on Saturday and they stayed until Tuesday.
Q Did they tell you that they were coming to get these stowaways out on bail?
A No, they said they were coming to see them, and if they could not get them out they would go back again.
Q Did you take them to a lawyer's office?
A I did.
Q What was the name of the lawyer?
A Henry Stevenson.
Q Did they pay him to try and get these Chinese out of the immigration office?
A They did not pay him at all.
Q Did they promise to pay him?
A They said they would give him the money.
Q How ~~did~~ much did they promise to pay him?
A They talked with him, but I didn't have anything to do with it.
Q What did they promise to pay him?
A I dont know.
Q How much do you think?
A Not more than $25.
Q $25 each?
A I guess so.
Q Did they say how much money they had with them?
A No.
Q Did they tell you who sent them from New York to your place?
A No.
Q How did they know you and where you were?
A Sometimes when short goods we send to New York to get goods.
Q Did you ~~buy~~ ever anything from New York where they work?
A No.
Q Did they tell you that one of the New York merchants sent them to you?
A No. They never said that.

Q How was it that you had that interest in them that you let them stay in your house? for three days and nights unless they had an
X introduction to you?
A Because they were Chinese and it is our custom to take in Chinese strangers.
Q What was the man's name in New York?
A I dont know.
Q Did they tell you they were coming from the Wing Feng Hop Co., 5 Mott Street, New York?
A Yes.
Q That is where they came from?
A Yes.
Q Do you mean to say that you do not know the name of the man who sent them to your place?
A Honest to God I dont know who sent them to me.
Q What did you do the other day after you knew that we were going to detain them for an investigation here of their right to be in the United States? Did you go home?
A Yes.
Q Did you go into your store?
A Yes.
Q How long did you keep your store open?
A 12 o'clock.
Q Did you write a letter to this man Wing Feng Hop and tell him that I had kept over these two men that were here; did you write to this man at 5 Mott Street and tell him that I had kept the men here?
A Yes, I did.
Q When did you address that letter to?
A Wing Feng Hop.
Q What did you say in the letter?
A I told him about you holding them in the office.
Q Did he write to you in answer to that?
A No.
Q Yes he did?
A No.
Q You have that letter?
A No.
Q I tell you that I know he wrote to you?
A He did not write; he sent two men to me.
Q When did these two men come to you?
A Day before yesterday.
Q What did they say to you?
A They say nothing to me; I told them to go back, that is all.
Q Did you talk to them about it?
A I did tell them about it.
Q And who did they tell you sent them to you; these two men?
A Wing Feng Hop.
Q Did they ask you to get a lawyer to get these two men out?
A No, they never asked me that; he only asked me to come down here to see them.
Q Why didn't you bring them here?

A I did not have time; if I would have had time I would have brought them down.
Q Did they say they were going to get a lawyer to get them out?
A He said about getting bail.
Q They told you to arrange to get bail for them did he, and then they would go back home; didn't they say to you that "if we go over there they may arrest us, so you go over and tell them to arrange to get out on bail"; is that not true?
A No, they did not talk that way to me.
Q Well, why do you suppose they didn't find out the way to come over here you could have told them how to come; were they afraid to come?
A I dont know anything about it; they said they did not know the way.
Q Have you been to see a lawyer to-day about them?
A No.
Q Have you seen a lawyer about them at all?
A No.
Q What do you know about this business of bringing these Chinese stowaways into this country?
A I know nothing about it.
Q Do you mean to tell me that these two men didn't tell you who they were?
A No, they didn't tell me anything about it; they never told me anything about it.
Q Who was the third who was here the other day and got away before I had time to get downstairs?
A I told you.
Q Which one of the three was he?
A Lum Shak.
Q Did he come from #5 Mott Street also?
A Yes.
Q Was he in your store when you got back home?
A No, he went away.
Q He didn't wait for you?
A No.
Q Do you claim that you dont know anything about this business at all?
A Nothing at all about it.
Q Are you willing to give Mr. Benkhart and myself or either of us any letters that are in your place that we want to satisfy us that you dont know anything about this business?
A Certainly.
Q And you are willing that we shall come to your store and your house and search the place for what we want?
A Yes, I dont care.

Room 303, Detention Building,
Gloucester City, N.J. 4/1/14.

Testimony of Wong Cha Po (Anglicized Charles Shappan).

This hearing is to give you an opportunity to exculpate yourself in connection with the belief of this office that you are identified in a direct manner with the illegal importation of Chinese into the United States. Or at least that you are associated directly or indirectly with Chinese persons who are engaged in that illegal traffic.

Q. Do you recall that on March 31,1914 you were accorded a hearing in this ~~hearing~~ connection at this office?
A. Yes.
Q. Your Chinese name is Wong Shap Po?
A Yes.
Q: And your anglicized name is Charles Shappan?
A. Yes.
Q. Youare at this time a merchant engaged in a mercantile business at 834 Race St, Philadelphia?
A. Yes.
Q. How many members of that firm are there?
A. fifteen.
Q. Are all of these bona-fide merchants?
A. Yes.
Q. Can you tell me where any of these men are engaged in operating a laundry at this time?
A. No. I cannot say now.
Q. Are any of these engaged in operating a laundry?
A. Yes, just one. His name is Quong Wook.
Q. Where is he engaged as a laundryman?
A. I do not know the number it is on 20th street,near Norris.
Q. You are sure it is in the vicinity of Norris street?
A. Yes.
Q. Now is it not a matter of fact that you know 6 or 8 others than the one you have indicated who are members of this firm who are owners?
A. Seven are out of business now.
Q. Are they laundrymen at this time?
A. Yes, but I do not know where they are.
Q. Then you did not state correctly that your present firm roster comprised fifteen members?
A. No.
Q. Why did you not state the case exactly in the first instance?
A. I told you it had fifteen members and that 7 or 8 resigned membership.
Q. When did the last member of your firm go to China?
A. Lee Sing,he went out on May,1913.
Q. Were you the manager of the Wing Tong Company at that time?
A. No, Yung Sing was.
Q. Did you bring Lee Sing to this office at the time of the pre-investigation of his status in May,1913?
A. Yes.
Q. How many members did you allege were bona-fide in the Wong Tong Co.in May,1913;you alleged at thiat time that there were 15 members?
A. Yes.
Q. Now as a matter of fact at the time of the pre-investigation of Lee

Sing's seven of those men were at that time actually employed in laundryies, were they not?
A. I do not know.
Q. Is it not true that at the time that you in behalf of Lee Sing, incidental to his desire to go to China in 1913, that you supplied this office with an alleged roster indicating that there were fifteen members of the Wong Tong Co,at that particular time?
A. Yes.
Q. Were you sworn on that occasion in the way of identifying Lee Sing as a bona-fide in the firm?
A. Yessir.
Q. How long before Lee Sing went to China in 1913 had he opened a laundry?
A. He never was in a laundry.
Q. Are you sure of that?
A. Yes. Positively.
Q. What was his position in the farm?
A. Inside salesman.
Q. How many members of the firm are actually connected with the inside workings of that firm at that time?
A. Five or six.
Q. What was the stock in the store worth at thattime?
A. Between four and five thousand dollars.
Q. Is it not alleged that each person in the firm who is a bona-fide has one thousand dollars invested in the firm?
A. Yes.
Q. Do you not know that in passing out alleged members of that firm that you took oath that your statement in that connection was true and that a statement that is not true is perjury and punishable?
A. Everything I tell you is true.
Q. Then you admit that the premise under which Lee Sing went away in 1913 at least is not true?
A. I remember when Lee Sing went out he told this office he had between four & five thousand dollars worth of stocks.
(shows firm roster) Q. Is that the firm Roster?
A. Yes.
Q. Where is Yung Sing?
A. At the store at this time?
Q. Where is Yung You?
A. He went out of the city? I do not know where.
Q. You get his mail at the store where do you send it?
A. No. I do not.
Q. Who does?
A. Ah Sing.
Q. Where is Yung Chung?
A. In the store.
Q. Where is Jung Hung?
A. He is not in the store,I do not know where he is.
Q. Where is Lee Gow?
A. In the city,in Chinatown,working in a store.
Q. Where is he working a laundry?
A. He does not work in a laundry?
Q. Where is he working in a restaurant?
A. No.
Q. Where does he work and what does he work at?
A. He used to work in a store,but not now.

Q. You see him from time to time,what does he do and what does he say he does?
A. I do not seenhim, much.
Q. Mmm,when you do see him what does he say he does?
A. I do not know.
Q. Where is Lung UJung? Lung How?
A. In China.
Q. Where is Lee Ki?
A. I do not know where he is now.
Q. Where do you think he is?
A. I believe he went back to China? the last part of last year.
Q. He did not arrange for his departure with the Immigration officials? did he?
A. No. He don(t intend to come back.
Q. You are sure,however,that he is in China?
A. Yes.
Q. Where is Yung Ho?
A. I do not know where he is.
Q. When did yousee him last?
A. About a year ago. I have no idea where he is.
Q. Where is Yung Bing?
A. Working in a laundry,but I don't know where,I believe in Atlantic City.
Q. How long do you believe that he has been there?
A. I cannot tell. He left Philadelphia last summer.
Q. Was he a laundryman in this city within your knowlege?
A. No I cannot say whether he is a laundryman or not.
Q. Where is Wong Quong?
A. He is out of the city. He was a laundryman before he left the city, but how long I do not know.
Q. When did he leave Philadelphia?
A. March 1913.
Q. Then at the time that Lee Sing went to China this man was not a bona-fide merchant,within your knowledge?
A. Yes. He has some insterest in the store,he was not an active member.
Q. Where is Lee Chang?
A. He was a laundryman,but he went out of the city,left July or August last year.
Q. How long had he opened a laundry,before he left the city?
A. I do not know.
Q. He had been a luandryman for several years in N.Y.had he not?
A. I do not know.
Q. Do you know where he is now?
A. No.The last I saw him was in August last year.
Q. Where is Jung How?
A. He is out of the city,he was a laundryman before he left the city.
Q. Do you know where he is now?
A. No. The last I saw him was last part of last year.
Q. What was your purpose of submitting this long roster of alleged merchants last year at the time LeeSing went to China.
A. It was required by the Immigration Office.
Q. But the Immigration office requires a sworn statement the accuracy of which you vouch for under oath,and from your statement at this time it would appear that you filed this roster with the intention of perpretrating a fraud in connection therewith?
A. That is the prior firm roster taken from our official books.

Q. Do you not know by reason of your long familiarity with the Chinese and questions involving Chinese under this law that the purpose of this thing is to have a record of Chinese who are entitled to considerations under the Chinese Exclusion Law as merchants and therefore persons of the exempt class?
A. Yes.
Q. And do you know, as well a man who labors in a store or who has not a tangible interest in the store as indicated by the Roster which you have supplied is not a merchant as contemplated by the Law?
A I do not know about that, but each of our men invested a thousand dollars in it.
Q. But you have sworn this day that there are only 45 hundred dollars invested in your firm and now you say there are only fifteen thousand?
A. We made about a thousand dollars a month last year,but now we we are losing money.
Q. Now is it not true that you know that it is the custom among many Chinese firms to have laborers nominally mentioned on their roster so that they may have an opportunity to get a merchants return certificate,thus enabling them to bring their wives and minor children into the United States?
A. I do not know.
Q. Do you know that during the time that you have been a member of this firm that there have been members of your firm who have been operating laundries?
A. I do not remember.
Q. I will ask you if it is not absolutely true within your knowlege without telling what firms indulge in that trade?
A. When we first started we had fifteen firm members,that was three years ago.
Q. Do you know that since that firm has been established that any of its members have ever gone out who were actually operators of laundries besides being a member of the firm?
A. They were merchants when they went out,but prior to that I do not know what they did.
Q. Has any of the members of your firm ever been refused the right to go to China and return as merchants?
A No.
Q. Are you sure of that?
A. Yes, only three went out as merchants.
Q Now, with regard to the two Chinese who came here with you to see the stowaways who attempted to illegally land in the United States from the the S/S "Chiswick" tell us frankly what you know about them?
A. I do not know anything about it.
Q. When did any chinese first come to see,that wasinterested in the Chiswick stowaways?
A. About six or seven weeks ago.A man came each time inquiring of the manager for me.
Q. Why did they want to see you?
A. They asked me if I knew the Immigration office and I said yes and they asked me to take him there to see someone at the Station.
Q. How many chinese visited you in this matter?
A. Five.

Q. Did they all come from New York?
A. Yes.
Q. Did they tell you what attracted them to you instead of any other Chinese of greater prominence than yourself?
A. I do not know.
Q. Did they not explain to you why they came to you?
A. They wanted to see those people and wanted to give them money and clothes. They wanted me to get a lawyer for them .
Q. Whom did they say sent them to you?
A. I do not know.
Q. Do you not know enough of Chinese matters in general to realize that these fifteen stowaways were on board that ship as a result of a conspiracy to import them illegally into the United States?
A. I do not know.
Q. Do you not know that there are certain Chinese in the business of smuggling their countrymen into the United States?
A. I do not know.
Q. Did you ever hear it?
A. No.
Q. Do you know anything more about any of this business?
A. No. I do not know.
(At this point of the proceedings the Affiant indicated aside that he did not want to make any revelation in this matter in the presence of the Chinese Interpreter, in as much as he is not assured that he would remain loyal to the purport of this hearing, and that if he, the Interpreter, violated official secrecy in the matter it might result in great bodily harm to the Affiant)
Q. What were the names of the five men who came over from New York to see you about the stowaways?
A. Lum Chak,Tu Toy,Yung Ching,Tu Lum, there were only four.
Q. How did these men first let you know their purpose in coming to Philadelphia to visit you?
A. They came into the store and asked for me, they did not explain who sent them to me nor do I know why they should specially come to me. They explained,however, that they wanted to go to the Immigration office to see the stowaways to give them money and clothing and asked me to take them where they could see them.I did this in good faith and did not feel that I was doing wrong in the matter.
Q. Did they not intimate to you that they would like to get the stowaways released on bial so that they could provide them with money that they might run away and thus avoid deportation to Mexico?
A. No. They told me merely they wanted to get bail for them so they could give them a little liberty in the city rather than have them detained in the Detention House.
Q. Have you investigated anything about this matter since then?
A. I went to New York and learned that a man named Hong Chang Noi living at 13 Mott St?N.Y.City,was the man who was at the head of the New York Syndicate that tried to have them landed in the U.S.
Q. Now is it not a fact that you know there is a great deal of smuggling going on in the city of Philadelphia?
A. No.
Q Do you know the firm at 934 Race St?
A. Yes. The manager's name is Moi Quong.
Q. Do you know how many members are in that firm?
A. No.
Q. Have you heard anything about his being the chief smuggler in China-

town?
A. I do not know anything about it.
Q. Did you ever hear he was?
A. No.
Q. Do you know that Chinese merchants are greatly disturbedabout recent arrests that have been made?
A. No.
Q. Have you heard that last Sunday there was a big meeting of Chinese in Chinatown to discuss the recent arrests that were being made?
A. Yes. I know.
Q. What time did you attend that meeting?
A. About eight or nine o'clock in the evening.
Q. Where was that meeting held?
A. Upstairs at 934 Race St. Quong sent around notices that the meeting was to be held there.
Q. Did they send word by writing or by word of mouth?
A. Just by word of mouth.
Q. At what time did Lee Ding attend that meeting?
A. I did not see him.
Q. Was Lee Ding the manager of 915 Race St., there?
A. Yes/
Q. Was Mr. Barlow the Chinese counsel there?
A. He was not there,I only heard the people say he was coming there.
Q. Was there a white man there named Drayton?
A. No. I did not see any.
Q. Did you have to give a password to get in or did you only have to be a Chinaman?
A. They just had a little wine.
Q. What did the manager say to you when he brought you word?
A. I guess it was Saturday night and he said come to the meeting tomorrow night.
Q. Did you hear some of the discussion there?
a. Yes.
Q. You went there to hear what was said did you not,and to take part in the meeting?
A. The speakers had about finished their talk.Q.How many did you hear?
A. Every store had one.
Q. Did you represent your store?
A. The big fellow was sick and I had to go.
Q. What did he tell you was meant by that meeting?
A. They only talked about stopping you from making these arrests.
Q. Did they mention my name?
A. NO. They did mention your name in particular,they simply meant the Immigration Service.
Q. What was the result of that meeting,what did they agree to do?
A. I do not know,what they tried to do. the purpose was to see and try to stop so many arrests being made.
Q. Did you hear anything about a complaint that some chinamen or smebody was giving information to this office,and where they could get and arrest this man?
A. No.
Q. What did they propse to do to stop these arrests being made?
A. I do not know. They raised a fund to engage legal advice.

Q. This meeting happened upstairs over 934 Race St. and right under that place is the place occupied by the mercantile establishment of Moi Quong, what kind of a notice was that they hung outside of the door at the entrance?
A. The notice that they posted was that subscriptions were solicited from the Chinese in the sum of two dollars each as a fund to engage counsel to protect their legal interests in the matter of arrests.
Q. Where was the other one?
A. At 907 or 911, one was put on the fron t of the restuarant. They wanted to arrest the man that was giving information to this office.
Q. Now don't you know the sense of that meeting was that the chinese interests in general are so identified with smuggling schemes that they wanted to break up the informants against them, and that they offered a reward in that meeting to anyone that would do bodily harm to the man that was giving information to this office? At this meeting did you not hear talk that certain chinese were going to do bodily harm to the person that was giving information to this office upon which these arrests were based? You heard men talking in that strain did you not?
A. Yes, they were angry.
Q. How many were there?
A. About thirty five, it being Saturday night many people were not there.
Q. But all the merchants and assistant merchants of the mercantile houses were there?
A. Yes.
Q. Was the manager of 906 there?
A. Yes.
Q. Then your impression after coming from that meeting was that the chinese generally are mad about these arrests and they want to stop it at any price?
A. That is my understanding.

(Sgd)(In English) C. Shappan.

Witness:-
Edward J.Nagele.

(Such part of this testimony as had been given since the withdrawal of the chinese interpreter from the service asInterpreter has been given in the English language in which the Affiant is sufficiently versed to understand the questions and his answers to same.

This hearing was conducted in the presence of his counsel, J.B. Winokur, associated with Henry M. Stevenson, Attorney-At-Law, and it is the understanding between Mr. Winokur and the interrogating Inspector that this testimony shall be regarded as confidential, without prejudice, however, to the legal interests of the Bureau in the matter to which it pertains. It is understood that this testimony is a contribution to the Affiant's good faith in such matters as he may appear to be involved, and which may or may not be construed as involving him in any criminal procedure which the Bureau may direct.

I hereby certify that above is correct transcript.

No. 309/1 Buffalo, N.Y., June 5, 1914.

Commissioner of Immigration,
Gloucester, New Jersey.

Adverting to your letter Nos. 3980-I, 2146-C, dated April 16, 1914, forwarding transcript of testimony which indicates that the WING CHONG CO., 834 Race St., Philadelphia, is probably implicated in the illegal importation of Chinese by securing their admission as alleged minor sons of alleged merchants, your attention is respectfully invited to the restrictions as set forth in Rule 15, par. J of the Chinese Laws and Rules approved January 24, 1914, to the effect that mercantile establishments should show a bona fide capital and stock, the latter commensurate with the former and with the number of partners claimed. As the WING CHONG CO.'s roster shows 15 partners, alleged capital $15,000, while the manager states that the stock is only worth about $4000, you will doubtless be able to either disqualify this firm or have the number of partners materially reduced.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

Mayer

#2

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 3930-I
2146-C

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

May 27th, 1914.

Inspector Richard H. Tayler,
Bureau of Immigration,
Washington, D. C.

There is herewith enclosed a transcript from the records of the Boarding Division of this Service, at the Port of Philadelphia, which sets forth the names of vessels arriving here during the months of January, February and March, as well as serving as an index of vessels having Chinese crewmen, and of vessels coming from foreign Ports which are likely being used to transport contraband Chinese into the United States.

CVM

E. E. Greenawalt
Commissioner.

Vessels arriving at the port of
Philadelphia, from European ports via Canada,
and from Canada direct.

Date	Vessel	Where from
Jan. 4	Schr. Laura Haldt	New Castle, N. B.
" 5	S/S Sardinian	Glasgow, via St. John.
" 8	S/S Manchester Spinner	Manchester, via St. John.
" "	Schr. Margaret B. Roper	Hillsboro, N. B.
" 10	S/S Frankrig	St. John, N. B.
" 23	S/S Pallanza	Hamburg, via Halifax.
Feb. 6	S/S Manchester Mariner	Manchester, via St. John.
" 20	S/S Lord Antrim	Narvik, via Halifax.
" 24	S/S Baralona	Rotterdam, via Halifax.
Mar. 5	S/S Manchester Corporation	Manchester, via St. John.
" 12	S/S Manchester Spinner	Manchester, via St. John.
" 21	S/S Manchester Exchange	" " " "
" 22	Schr. Harold B. Cousins	St. John, N. B.
Apr. 7	S/S Manchseter Mariner	Manchester, via St. John.

Date	Nat. Ship	Port	Cargo	Chinese
Jan. 4	Br. Romford	Cuba	Ore	20
" 5	Nor. Banan	Jam.	Fruit	---
" "	Nor. Taunton	"	"	---
" 6	Nor. Nicholas Cuneo	"	"	---
" "	Nor. Times	Cuba	Sugar	---
" 7	Br. Kassanga	"	"	---
" "	Br. Camilla	"	"	---
" 12	Nor. Jos. J. Cuneo	Jam.	Fruit	---
" "	Br. Amelia	"	"	11
" "	Nor. Minnrsota	"	"	---
" "	Nor. Harald	Cuba	Ore	---
" 15	Br. Edward L. Doheny	Mex.	Oil	---
" 19	Nor. Banan	Cuba	Fruit	---
" "	Nor. Taunton	Jam.	"	---
" 21	Nor. Edda	Cuba	Sugar	---
" "	Am. Kentuckian	Max.	"	---
" 22	Nor. Vitalia	Cuba via N.Y.	Light	---
" "	Nor. Amanda	"	Sugar	---
" "	Nor. St. Andrews	Mex.	Light	---
" "	Dan. Lejre	Cuba	Ore	---
" 25	Am. Paneman	Mex.	Sugar	2
" 26	Nor. Kingston	Jam.	Fruit	---
" "	Br. Amelia	Jam.	"	11
" "	Nor. Jos. J. Cuneo	Jam.	"	---
" 27	Nor. Hermod	Cuba	Sugar	---
" 28	Am. Texan	Mex.	"	---
" 29	Nor. Egda	Cuba	"	---
" 30	Br. Chiswick	"	Ore	24
" 31	Br. Auchenblae	"	"	15
Feb. 1	Ger. Mecklenbury	"	Sugar	---
" 2	Nor. Sosua	Jam.	Fruit	---
" "	Nor. Taunton	"	"	---
" "	Nor. Sangstad	Cuba	Sugar	---
" "	Aust. Marianne	"	"	---
" "	Br. Bloomfield	Mex.	Oil	---
" 3	Br. San Valerio	"	"	---
" 4	Aust. Borneo	Cuba	Ore	---
" "	Nor. Vera	Jam.	Fruit	---
" 5	Nor. Elg	Cuba via N.Y.	Light	---
" 6	Br. Tottenham	"	Ore	---
" 8	Nor. Imataca	"	Sugar	---
" "	Bor. Bowden	Jam.	Fruit	---
" "	Am. Pennsylvanian	Mex.	Sugar	3
" 9	Nor. Minnesota	Jam.	Fruit	---
" "	Nor. Camilla	Cuba	Sugar	---
" "	Br. Romford	"	Ore	21
" 11	Nor. Jos. J. Cuneo	Jam.	Fruit	---
" 12	Br. Amelia	"	"	10
" 13	Nor. Laila	Mex. via N.Y.	Light	9
" 14	Am. Montanan	Mex.	Sugar	---
" 16	Nor. Sosua	Jam.	Fruit	---
" "	Nor. Taunton	"	"	---

Date	Nat. Ship	Port	Cargo	Chinese
Feb. 17	Nor. Knudsen	Cuba	Ore	------
" 19	Nor. Vera	Jam.	Fruit	---
" 20	Nor. Nicholas Cuneo	Jam.	"	---
" 22	Nor. Bowden	"	"	---
" 23	Am. Washingtonian	Mex.	Mdse.	---
" "	Nor. Kingston	Jam.	Fruit	---
" 24	Br. Teesdale	Cuba	Docked at Chester	--
" 25	Nor. Skogstad	"	Ore	---
" 26	Nor. Jos. J. Cuneo	Jam.	Fruit	---
" "	Br. Amelia	"	"	9
" 27	Ger. Maia	Cuba	Sugar	---
Mar. 1	Br. Putney Bridge	"	Ore	---
" 3	Nor. Taunton	Jam.	Fruit	---
" 4	Nor. Clothilde Cuneo	"	"	---
" "	Nor. Frutera	"	"	---
" 5	Nor. Vera	"	"	---
" 6	Am. Panaman	Mex.	Sugar	---
" 7	Br. Auchenblae	Cuba	Ore	15
" 8	Nor. Bowden	"	Fruit	---
" 9	Nor. Minnesota	Jam.	"	---
" "	Am. Currier	Cuba	Sugar	---
" "	Nor. O. A. Knudsen	"	"	---
" "	Br. Bella	Jam.	Fruit	10
" 12	Br. Chiswick	Cuba	Ore	19
" "	Br. Yarborough	Cuba via N.Y.	Light	---
" "	Am. Dakotan	Mex.	Sugar	---
" 13	Nor. Vitalia	Cuba via N.Y.	Light	---
" "	Br. Tottenham	Cuba	Ore	---
" "	Nor. Nicholas Cuneo	Jam.	Fruit	---
" 16	Nor. Jos. J. Cuneo	"	"	---
" "	Nor. Commodore Rollins	"	"	---
" "	Am. Texan	Mex.	Sugar	---
" "	Am. Socony	"	Oil	---
" "	Ger. Providentia	Cuba	Light	---
" 17	Nor. Frutera	Jam.	Fruit	---
" 19	Span. Jata Mendi	Cuba	Ore	---
" "	Nor. Vera	Jam.	Fruit	---
" 20	Nor. Senator	Cuba	"	---
" "	Nor. Talisman	Mex.	Sugar	---
" 21	Nor. Miner	Cuba	"	---
" 23	Cuban. "Bayamo"	Cuba via N.Y.	Light	---
" "	Nor. Kingston	Jam.	Fruit	---
" 24	Br. Annetta	"	"	8
" 25	Nor. Saga	Cuba	Sugar	---
" 26	Nor. Nicholas Cuneo	"	Fruit	---
" "	Br. Bella	Jam.	"	10
" "	Cuban "Regina"	Cuba	Sugar	---
" 27	Nor. Dayland	"	"	---
" "	Br. Ribston	"	"	---
" "	Br. Romford	"	Ore	21
" "	Ger. Maia	"	Sugar	---
" "	Br. Kilsgth	"	"	---

Date	Nat. Ship	Port	Cargo	Chinese
Mar. 28	Am. Pennsylvanian	Mex.	Sugar	---
" 30	Nor. Frutera	Jam.	Fruit	---
" "	" Commodore Rollins	Cuba	"	---
" "	Br. Quvergyle	Cuba via Boston Light		---
" "	Nor. Jos. J. Cuneo	Jam.	Fruit	---

List of Vessels arriving direct from European Ports, during the months January, February & March, 1914.

SHIP	PORT	DATE	CHINESE
Zyldyk	Rotterdam	January 1, 1914.	
West Point	London	" 3, 1914.	
Dania	Copenhagen	" 3, 1914.	
Mannhein	Rotterdam	" 3, 1914.	
Hardanger	Huelva	" 6, 1914.	
Lodovica	Fiume & Trieste	" 7, 1914.	
Prinz Adalbert	Hamburg	" 7, 1914.	
Pennsylvania	Copenhagen	" 8, 1914.	
Jethon	Narvik	" 8, 1914.	
Lord Downshire	Norvik	" 8, 1914.	
Gafsa	Huelva	" 8, 1914.	
Tloterdyk	Rotterdam via Boston	" 8, 1914.	
Alfa	Trieste & Fiume	" 111, 1914.	
Marguette	Antwerp via Boston	" 12, 1914.	
Kronstad	Bizerta	" 12, 1914.	
Haverford	Liverpool	" 13, 1914.	
Ancona	Naplas via New York	" 14, 1914.	
Syndic	Huelva	" 14, 1914.	
Breslau	Bremen	" 15, 1914.	
Daltonhall	Leith, Scotchland	" 15, 1914.	
Manchester Merdant	Fowey	" 15, 1914.	
Minnesota	London	" 16, 1914.	
Kura	Antwerp	" 16, 1914.	
Mira	Algier	" 16, 1914.	
Mongolian	Glasgow	" 18,1914.	
Finn	Huelva	" 18, 1914.	
Veneiro	San Felix Lisbon	" 20, 1914.	
South Point	London	" 21, 1914.	
Gevty	Trieste via New York	" 22, 1914.	
Amsteldyk	Rotterdam via Boston	" 25, 1914.	
British Sun	Hamburg	" 25, 1914.	
Mackinan	London	" 28, 1914.	
Manchester	Manchester	" 28, 1914.	
Prinz Oskar	Hamburg	" 28, 1914.	
Indian Transport	Smyrna	" 28, 1914.	
Wittekind	Bremen	" 28, 1914.	
Merion	Liverpool	" 29, 1914.	
Barenfels	Calartta	" 28, 1914.	
Taormina	Naplas & Palermo	" 30, 1914.	
Arvonian	Huelva	" 31, 1914.	
River Delaware	Constantinople	" 31, 1914.	
Purelight	Hamburg	" 31, 1914.	

SHIP	PORT	DATE	CHINESE
Splendar	Algievs	February 1, 1914.	
Georgia	Trieste via New York	" 1, 1914.	
Comanche	Manchester	" 2, 1914.	
California	Copenhagen	" 2, 1914.	
Villa di Dieppe	La Pallica, France	" 2, 1914.	
Zuiderdyk	Rotterdam	" 2, 1914.	
Koln	Bremen via Boston	" 6, 1914.	
Manchester Mariner	Manchester	" 6, 1914.	
Carthaginian	Glasgow	" 7, 1914.	
City	London	" 8, 1914.	
Scottish Monarch	Hamburg	" 9, 1914.	
Maniton	Antwerp	" 9, 1914.	
Norton	Falmouth	" 11, 1914,	
Dentchland	Rotterdam	" 13, 1914.	
Highburg	Narvik	" 14, 1914.	
Luzon	Trieste	" 15, 1914.	
Puncipessa Laetitia	Palermo	" 16, 1914.	
Chiltern Range	Forvey	" 16, 1914.	
Maine	London	" 16, 1914.	
Haverford	Liverpool	" 21, 1914.	
Main	Bremen	" 22, 1914.	
Dagheston	Roven	" 22, 1914.	
Brinz Adalbert	Hamburg	" 23, 1914.	
Willesden	Narvik	" 23, 1914.	
Mannheim	Shields	" 23, 1914.	
Barcelona	Hamburg	" 24, 1914.	
Marguette	Antwerp	" 24, 1914.	
Ancona	Naples	" 25, 1914.	
Franconia	Trieste	" 25, 1914.	
Rapiden	London	" 25, 1914.	
Paula	Hamburg	" 26, 1914.	
Ockenfels	Narvik	" 26, 1914.	
Austriania	Fowey	" 26, 1914.	
Minnesota	London	" 28, 1914.	
Ida	Trieste	March 1, 1914.	
Akpalachel	London	" 2, 1914.	
Zyldyk	Rotterdam	" 3, 1914.	
Cressington Court	Bombay	" 5, 1914.	
Sardinian	Liverpool	" 5, 1914.	
Excelsion	Copenhagen	" 5, 1914.	
Castlemoor	Huelva	" 5, 1914.	
Manchester Corporation	Manchester	" 6, 1914.	
South Point	London	" 6, 1914.	
Lucia	Trieste	" 6, 1914.	
Brandenburg	Bremen	" 7, 1914.	
Rugia	Hamburg	" 8, 1914.	
Buka	Huelva	" 8, 1914.	
Stampalia	Genoa	" 9, 1914.	
Federica	Trieste	" 10, 1914.	
Graciana	Fowey	" 10, 1914.	

SHIP	PORT	DATE	CHINESE
Menominee	Antwerp	March 10, 1914.	
Tabasco	Leith	" 10, 1914.	
Merion	Liverpool	" 10, 1914.	
Mackinan	London	" 11, 1914.	
Cotswald Range	Rotterdam	" 12, 1914.	
Hera	Hamburg	" 12, 1914.	
Virginia	Copenhagen	" 13, 1914.	
Harpathain	Shields	" 13, 1914.	26
Campania	Trieste	" 14, 1914.	
Fornebo	Narvik	" 15, 1914.	25
Prinz Oskar	Hamburg	" 16, 1914.	
Croydon	London	" 16, 1914.	
Bjonefjord	Huelve	" 16, 1914.	
Pennsylvania	Copenhagen	" 18, 1914.	
Neckar	Bremen	" 18, 1914.	
North Point	Narvik	" 20, 1914.	
America	Genoa & C	" 21, 1914.	
Zuiderdyk	Rotterdam	" 21, 1914.	
Whenfels	Calcutta	" 21, 1914.	
Maniton	Antwerp	" 23, 1914.	
Arachne	Bombay	" 23, 1914.	
Elswick Park	Huelva	" 23, 1914.	
Start Point	London	" 23, 1914.	
Lampa	Genoa	" 24, 1914.	
Potomac	Fowey	" 24, 1914.	
La Hesbaye	Antwerp	" 26, 1914.	
Texas	Gottenburg	" 26, 1914.	
Haverford	Liverpool	" 27, 1914.	
Himilaia	Trieste & C	" 27, 1914.	
Corcorado	Hamburg	" 27, 1914.	
Deutschland	Copenhagen	April 1, 1914.	
Riverdale	Narvik	" 2, 1914.	25
Willkommen	Shields	" 2, 1914.	
Main	Bremen	" 3, 1914.	
Alfred Noble	Rotterdam	" 4, 1914.	
Manchester Merchant	Huelva	" 5, 1914.	
Finn	Huelva	" 5, 1914.	
Marquette	Antwerp	" 6, 1914.	
Mongolian	Liverpool	" 7, 1914.	
Maine	London	" 7, 1914.	
Ancona	Naples vis New York	" 7, 1914.	
New Sweden	Narvik	" 10, 1914.	
Amsteldyk	Rotterdam via Boston	" 11, 1914.	
Bohemia	Hamburg	" 13, 1914.	
Prinz Adalbert	Hamburg	" 14, 1914.	
Fert	Palermo	" 14, 1914.	
Merion	Liverpool	" 15, 1914.	
Erodiade	Trieste& C	" 15, 1914.	

SHIP	PORT	DATE	CHINESE
Stampalia	Genoa & C via N. Y.	April 16, 1914.	
West Point	London	" 16, 1914.	
Excelsion	Copenhagen & Shields	" 17, 1914.	
Taxoleine	New Castle	" 19, 1914.	
Nornega	Gothenburg via Boston	" 19, 1914.	
Wittekind	Bremen	" 20, 1914.	
Ocean	Rotterdam	" 20, 1914.	
Menominee	Antwerp via Boston	" 22, 1914.	
Daghestan	Antwerp	" 22, 1914.	
Yeddo	Bombay	" 23, 1914.	32
Minnesota	London	" 24, 1914.	
Heighington	Volo Algiers	" 24, 1914.	
Zyldyk	Rotterdam	" 25, 1914.	
Bronwen	Bombay	" 25, 1914.	
Wagama	Narvik	" 26, 1914.	
California	Copenhagen via New York	" 28, 1914.	
Haverford	Liverpool & C	" 28, 1914.	
Prinz Oskar	Genoa, Naples & C	" 29, 1914.	
San Valerio	Selzaete, Belg.	" 30, 1914.	
Pontiac	Huelva	" 30, 1914.	
Pennoil	Rotterdam	" 30, 1914.	

#3

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 29

IN ANSWERING REFER TO
No. 3930-I.
2146-C.

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

May 26, 1914.

Inspector Richard H. Taylor,
Bureau of Immigration,
Washington, D.C.

Sir:-

There is herewith submitted for your consideration a copy of a report submitted by this office to the Bureau of Immigration which pertains to the smuggling of Chinese into the United States at this Port from Jamaican ports.

E. E. Greenawalt
Commissioner.

CVM/N.
encl.

Department of Commerce and Labor
IMMIGRATION SERVICE

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N.J.

IN ANSWERING REFER TO
No. 2154-C.

May 26, 1914/

Commissioner of Immigration,
Philadelphia Immigration Station,
Gloucester City, N.J.

With relation to the telegram received by this office on the 11th instant, from which information was received that the S/S "Jolando Di Giorgio" was suspected of having two Chinese stowaways concealed on board, this is to report my conduct of the investigation made in this connection, as directed by you.

In order that your instructions might the more effectually be complied with I consulted with Mr. James A. Burns, Deputy Surveyor of the Port of Philadelphia, having in mind his standing offer of full co-operation in all matters pertaining to ships entering the Port of Philadelphia. As the result of my conference with Mr. Burns, and as ratified by Assistant Commissioner Hughes, it was deemed best to initiate a search of the "Jolando Di Giorgio" at the Marcus Hook Quarantine Station.

Pursuant to this plan Deputy Surveyor Burns detailed Customs Inspectors J.E. Cass, Wm. V. Davis and J.E.Callen, to proceed to Marcus Hook under his personal direction, acting in conjunction with Inspector Reise, Interpreter Busha and Clerk Bonnelly and myself. In order to concentrate the charge or expenditure for trans-

portation incidental to this arrangement, Pennsylvania Railroad mileage was supplied by this office covering the entire party, using for this purpose G.T.R.12541, coupons 614 to 787, both inclusive, in effecting the arrangement; which arrangement was adopted in view of the fact that the expense was necessary and calculated to serve the interests of this Service rather than that of Customs previsive.

The party took the train at Broad Street Station at 8.38 P.M., and proceeded to Marcus Hook, where the State and Federal Quarantine officers accorded generous hospitality and provided sleeping quarters until the arrival of the "Jolando Di Giorgio" off quarantine. At 1.30 A.M. the "Jolando Di Giorgio was officially boarded and the formalities before entering port were complied with after which Deputy Surveyor Burns explained the purpose of the unusual official visit to the Master and received from that Officer on the ship, a statement, in substance, as follows:-

"Just before clearing Port at Jamaica an officer of the Steamship Company boarded the"Jolando Di Giorgio" and informed me that he had reliable advises that Chinese Stowaways were on board and directed that a thorough search be made. Acting on these orders I personally supervised the searching of the entire ship and after satisfying myself that the report was unfounded we proceeded on our way to this port. Fearing that there might have been some over-sight two other searches were made whilst enroute from Jamaica and I am personally satisfied that while there may have been a plan to stow away Chinese on the "Jolando Di Giorgio", the arrangement was not effected."

The statement of the Captain was very direct and convincing;

however, a search of the crew quarters and accessible places on the ship was made by our official party. A conference between Deputy Surveyor Burns and myself developed the idea that there was a possibility of this having been a pre-conceived plan on the part of those involved in the attempt to smuggle Chinese into this Port, to deflect attention to the "Jolando Di Giorgio", from the S/S "Amelia" which carries a Chinese crew and transports fruit from Jamaica to Philadelphia.

This idea was tenable in that the "Amelia" was reported due at quarantine within an hour after the arrival of the "Jolando Di Giorgio" at that point; accordingly Customs Inspector Davis was detailed to guard the passage of the "Di Giorgio" into her dock at Philadelphia and the remainder of our official party was conveyed by the quarantine tug to the "Amelia", on her arrival at Marcus Hook. The usual formalities of boarding the "Amelia" were complied with, whereupon the crewmen, especially the Chinese, were called on deck and a search made in all the accessible parts of the vessel, without result. On arrival at her dock in Philadelphia Deputy Surveyor Burns directed a day-light search of both the "Jolando Di Giorgio" and the "Amelia", and further safe-guarded the situation by detailing a special guard of three men on each vessel until the discharge of the cargo admitted of a final and conclusive search; but these extra precautions did not result in finding any stowaways.

While the search made on this occasion was fruitless a thorough inquiry of the officers and crewmen of both vessels indicated that smuggling of Chinese are very active at Jamaican ports as is

indicated by the fact that several seamen admitted that they had been importuned to assist in stowing away Chinese on board ships on which they were crewmen.

It would seem that in order to counter-act this activity it is absolutely necessary to employ guards and searchers for duty on all vessels coming from Jamaican points at this time, whose specific duty it will be to remain on board them from the time they tie up at dock until they clear for another voyage.

This suggestion is made with the full realization that those engaged in smuggling Chinese into the country will be alert to the counter-activity of this Service and so long as this guard service is maintained will probably cease their operations. However, there can be but little doubt that unless some aggressive plan is adopted that Chinese will successfully evade the efforts of this office to prevent illegal importations on vessels coming from Jamaica and Mexico especially.

The action taken by Deputy Surveyor Burns, in the circumstances herein set forth, indicates that the Immigration Service at this Port enjoys the hearty and efficient co-operation of the Customs officials, and it would seem that working in conjunction and harmony with this kindred branch of the Government Service, that some efficacious plan could be adopted if the joint efforts of the Immigration Service and the Customs Service could be supplemented by the employment of several men who assist in searching and guarding vessels from Jamaican and Mexican Ports, as hereinbefore indicated.

Charles V. Mallett

CVM/M. Chinese and Immigrant Inspector.

No. 309/1 Buffalo, N.Y., May 28, 1914.

Commissioner of Immigration,
Gloucester, New Jersey.

Receipt is acknowledged of your letter Nos. 3935-1, 2146-C, dated May 26, 1914, transmitting report submitted by Inspector Mallet relative to methods employed to detect Chinese reported to be on board the S.S. "Jolando Di Giorgio".

Regarding suggestions contained in Inspector Mallet's report relative to employing guards and searchers for duty on vessels coming from Jamaica and Mexico, you are advised that such methods have been employed at these ports without results, and, therefore, the methods suggested are not considered feasible. Instead, in the future, when information is received to the effect that Chinese are on board particular vessels, you are requested to detail one or two officers to keep such vessels under secret surveillance with a view of detecting Chinese and smugglers when they are leaving same. As there is nothing unusual about the Customs officers guarding such vessels, their presence will not cause any suspicion on the part of the smugglers and, at the same time, they will be in a position to watch from the inside, so to speak, and communicate secretly with your officers who are assigned to watch such boats. Similar methods were recently employed in New York, where conditions are more congested, with the result that the two smugglers and Chinese were apprehended as they were about to leave the ship.

Reference being had to Bureau letter No. 53620/309, dated April 3, 1914, in the future, you will kindly submit all reports regarding smuggling operations to me directly instead of to the Bureau. All telegrams or information regarding Chinese smuggling operations should be submitted to me immediately upon receipt thereof. In this connection you are advised that secret arrangements have been made for the receipt of confidential information by the Bureau, regarding the movement of Chinese in the West Indies and Mexico, which information the Bureau forwards directly to the port interested and, in turn, the officer in charge of the latter recommunicates that information direct to me. This is necessary because of the fact that such information is often closely interwoven with information in my possession bearing upon the same transaction.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

PARTMENT OF LABOR
RATION SERVICE

#4

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

April 13th, 1914.

Information given
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#4

IN ANSWERING REFER TO
No. 3930-I
2146-C

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

April 13th, 1914.

Inspector Richard H. Taylor,
Bureau of Immigration,
Washington, D. C.

There is herewith forwarded to you the reports and data pertaining to same, submitted by Inspectors Benkhart and Mallet, which were made the subject of your conference, in part, at this office, on the 11th. instant.

Geo. J. Rodgers
Commissioner.

Incl.24453
CVM

COPY

DEPARTMENT OF JUSTICE

OFFICE OF UNITED STATES ATTORNEY,
Eastern District of Pennsylvania,
Post Office Building,
Philadelphia.

March 30, 1914.

Commissioner of Immigration,

Gloucester, N. J.

Dear Sir:- United States
vs
Ah Tong, et al.

The court this morning sentenced Ho Kow to one year and one day in the Eastern Penitentiary, and Leung Sam and Kok Kum to three months each.

This close the case and Ahmed Omar and the three Chinamen, Lung Tung, Do Yum Sang and Jung Kien can be discharged.

Very truly yours,

(Signed) R. J. Sterrett

Ass't United States Attorney.

RJS:MSP.

P. S. I enclose copy of letter sent to the attorneys for the British Steamship "Chiswick", in reference to this matter.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 1948-C

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

April 2nd, 1914.

Commissioner-General of Immigration,
Department of Labor,
Washington, D. C.

With reference to Bureau file No. 53636/46, which pertains to the general proceedings in the matter of the fifteen Chinese stowaways found on the British S/S " Chiswick," there is herewith enclosed a copy of a communication received by this office from Mr.REJ.Sterrett, Assistant United States Attorney, who conducted the prosecutions against the crewmen of the"Chiswick".

It will be recalled that there were originally five defendants, in which connection it is explained that Ling Yee, steward, and Ah Tong, cook for the Chinese crewmen, were found not guilty; though as a matter of fact the evidence against these two was much stronger than against Leong Sam, who, however, was unquestionably united with the other four in the attempt to smuggle the stowaways into the country.

There are enclosed, also, photographs of the fifteen Chinese stowaways which the Bureau can place to advantage at the principal points on the Mexican Border, as some of the stowaways will doubtless attempt to illegally enter the United States via the southland.

(Signed) Jno. J. S. Rodgers.

CVM Commissioner.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 3930-I.
2146-C.

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

April 8, 1914.

Commissioner of Immigration,
Gloucester City, N.J.

With reference to Bureau letter, File No. 6362o/309, dated April 3, 1914, there is respectfully submitted the following information:

The principle menace of Chinese laws, as affects this jurisdiction, lies in the wide-open opportunities which are afforded schemes of Chinese smugglers, as such are afforded through the connivance of crewmen on vessels plying between foreign Ports (principally Mexican Ports) and the Port of Philadelphia.

While the officers of the Chinese Division have the heartiest co-operation from the Customs officials of this Port, in their endeavor to discover contraband Chinese on foreign vessels, it is doubtless true that many successful attempts are made by Chinese to gain surreptitious entry into the United States, as stowaways.

As a practical exemplification of this, the records of this office disclose the fact that the British S/S "Chiswick", through the connivance of her Chinese crewmen, had on board fifteen Chinese Stowaways, who attempted to illegally land at Philadelphia, on January 30,1914. These stowaways were secreted in such a way, in the section of the ship occupied exclusively by the Chinese crewmen, that this office is of the belief that the entire transaction was undertaken without the knowledge

of the white officers of the ship; admitting which, it follows that ordinary seamen on any vessel from foreign Ports could successfully conspire to bring Chinese into American Ports and disembark them under cover of night, with the connivance of agents on shore. This office has Consular information that the attempt to land stowaways from the "Chiswick" was the result of a conspiracy between agents or operators of a Chinese Syndicate in Vera Cruz, Mexico, who were co-operating with parties in New York, to this end.

As the result of an investigation, this office has been confidentially advised that Hong Chang Noi, of No. 13 Mott Street, New York City, was the man who headed this Syndicate directly responsible for the attempt to illegally import this group of Chinese.

From this it is quite logical to infer that the Syndicate which this Chinaman represents, is working water-routes into American Ports. The Chinese firm of Wing Tong, 834 Race Street, Philadelphia, is, seemingly, directly connected with this illegal transaction.

This office is, at this time, prosecuting two deportation cases, in which Loui Lit and Louie Fong, alleged brothers, are defendants. At the time these Chinese were taken into custody, by reason of an anonymous communication, certain correspondence was seized, which clearly indicates that these two Chinese were handled by Pong Lee of No. 111 James Street, North, Hamilton, Ontario, and thence sent to George Yee's laundry at 1524 Baltimore Avenue, Philadelphia. Other correspondence seized at the time of the arrest indicated many importations of Chinese, which correspondence was apparently received from the same address at Hamilton, Ont; and which specifically identified Moi Quong, Manager of the Kwon Wah

Lung Co, 934 Race Street, Philadelphia, as the pay-master of some Chinese smugglers operating through the James Street address, in Hamilton.

Furthermore, the correspondence which was seized, was, for the most part, signed by Pong Shu Gee, and addressed to Louie Fong Horn; and from other information gained at the time of the arrest it is the belief that Chinese who are passed from Canada by these operators, have Akron, Ohio, as their base of distribution.

Hop Lee of Gettysburgh, Pa., is identified with several illegal admissions of Chinese in the United States, working in conjunction with certain Chinese in San Francisco and vicinity; the methods of these, it would seem, are to secure perjured testimony whereby youths are admitted to alleged fathers, who pose as merchants.

In November, 1913, whilst on a confidential detail at Pittsburgh, Pa., and vicinity, working in conjunction with the Detroit office, in an endeavor to apprehend the members of the Latour gang, whose base of operations is Windsor, Ontario, the investigations disclosed the fact that these operators were using P. & L.E. Railroad and connecting lines, in their illegal traffic; and that they were using Newcastle, Pa., as the depository of their "goods", until such time as they could be safely passed (by trolley very probably) to Pittsburgh and adjacent points. I may be permitted to observe that my field work in connection with the Chinese Division of this Port, gives me good grounds for the belief that there is scarcely a town of over five thousand inhabitants in this district of Pennsylvania, that does not contain a Chinaman who at some time or other has not gained surreptitious entry into the country, as is indicated by the fact that there are many in this jurisdic-

tion who have not in their possession any legal evidence of their ever having been legally admitted into the country.

While it may be safely relied upon that there are many Chinamen in this jurisdiction who are actively engaged in the importation of contraband Chinese, and while there are many suspected of being engaged in this illegal traffic, this office has not initiated an aggressive campaign against these purely as an administrative policy.

Charles V. Mallet.
Chinese Inspector.

CVM/N.

Department of [illegible] Labor
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 3930-I.
2146-C.

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N.J.
April 8, 1914.

Commissioner of Immigration,
Philadelphia Immigration Station,
Gloucester City, N. J.

In compliance with your instructions of 6th instant--to furnish you with names of those suspected of smuggling Chinese into the United States, the methods employed by them, and plans or to apprehend ~~and~~ detect them--the following is respectfully submitted, it being assumed that Bureau letter No. 53620/309, of 3d instant, contemplates only such matter as has come within the cognizance of this office in the recent past, and, of course, such as may develop in the future:--

As a live case, and one this office intended to take up with the Chinese Inspector in Charge at New York, Exhibit "A" is presented. This shows that on December 22, 1913, one Chin Yen Yip (or James Chin), c/o Lie Sue, 13 E. Queen street, Kingston, Jamaica, B.W.I., arranged to send to Louie Sing and Wong Shey Hang, c/o Sang Lee, 161 Ralph street, Brooklyn, N. Y., two Chinese laborers named Wong Sow and Louie Fat. The method employed in this case was placing the two contraband Chinese on board the Cuneo Fruit Co.'s SS "Catharine Cuneo" as stowaways in charge of a member of the crew named Joseph L. Gorman, who, with the Chinese stowaways, was apprehended and is now undergoing imprisonment after pleading guilty. In Gorman's

plea for clemency he offered to assist in apprehending those who conspired with him in this illegal transaction. He also gave up two letters which revealed the names of the Chinese smugglers, and named one Gust Meikis, a seaman, aged 31, whose present whereabouts cannot be ascertained, as the person associated with him in this matter.

The exhibits "A" and "B" plainly show the methods employed in smuggling Chinese into the United States by the water route, and, while this division has in its files numerous cases of Chinese stowaways found on vessels, the one presented in Exhibit "A" is, I believe, the first instance in which the names of the conspirators at both ends were secured. Subsequent to this case of smuggling via the sea route fifteen Chinese stowaways were found on the SS "Chiswick" on her recent arrival from a Mexican port. This will be reported by my official associate, Inspector Mallet, who handled the case.

As to the plans adopted to apprehend or detect smugglers by the method described, it can be said that every reasonable effort is made in each instance of discovery of Chinese stowaways on a vessel to get in possession of incriminating correspondence; the officers and crewmen are exhaustively questioned, and the stowaways given a most rigid examination, with a view to getting information leading to the apprehension of those responsible for their presence on board the ship. It can also be stated that most of the fruit ships arriving from Jamaican ports are covered night and day by officers of the Customs Service, which is heartily co-operating with us in this matter, and for extended periods all vessels arriving from the West

Indies and Mexico are searched. This procedure is not relished by the officers of the vessels, and serves to put them on guard against the crew and induces them to thoroughly search their ships for stowaways before leaving ports.

I might also mention that a number of local Chinese merchants are not above suspicion as representing smuggling syndicates, notably, the stores at Nos. 906, 907, 909, 919, and 934 Race street, Philadelphia, letters found on contraband Chinese giving ground for suspicion. It is believed that these mercantile establishments are operating chains of laundries, and, as new Chinese help cannot be secured in a legitimate way, they lend their aid in getting them into the United States either surreptitiously(across the land boundaries or the water route) or as alleged minor sons of legally domiciled alleged members of these firms.

A. J. Burchart

Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Exhibit "A"

IN ANSWERING REFER TO

No. 1553-C.
3930/6-In.

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

March 20, 1914.

Commissioner of Immigration,
Philadelphia Immigration Station,
Gloucester City, N. J.

I have to report that this morning the case of U.S. v. Joseph L. German came up for trial in the District Court, Philadelphia, Judge J. Whitaker Thompson sitting. Prior to entering court, counsel for the defendant had a conference with Assistant U. S. Attorney Kremp and decided to enter a plea of guilty for his client and not have the case come to trial. The defendant's five sisters, all respectable in appearance, were present to plead for their brother. Besides, it was stated that the defendant was afflicted with a form of tuberculosis and could not possibly live much longer, and that imprisonment for any length of time would mean his death. It was also argued that this defendant was merely the tool of another member of the crew, and had received no benefit from the illegal transaction, and that he would do all in his power to assist in the apprehension of the person who got him into the deal. Mr. Kremp asked me whether I believed our Department would be satisfied with a light sentence, and I replied that it was my opinion that the matter of conviction was the essential point; that whatever the sentence would be in this case, in view of the defendant's physical condition, would in all probability be satisfactory to the Department and this office, whereupon Mr. Kremp stated to the Court (following defendant's strong plea for mercy) that he would be satisfied with a light sentence, and German was fined $100 and sent to the County Prison for 30 days.

In view of the fact that German cannot live much longer even under the best conditions, it is my sincere opinion that the Government should be satisfied with the outcome of this case. The conviction of German will serve as a deterrent to seamen on fruit ships plying between United States and Jamaican ports, and will go a great way towards breaking up the practice.

Inspector.

Dear Louie Sing:

I beg to state that your nephew, Louie Fat intends to go to your city and now I have a way. I have made the arrangement for your nephew and the both sides promised for $500.00 American money be paid on arrival at your store. Amount of which taking out $150.00 you may pay to the guide and the balance $350.00 send to me at once for disposing. Please attend this and do not delay.

When you send the money use the address on face of envelope.

A, D. December 15, 1913.

(Signed) Chin Yen Yip.

Original returned to Phila Apr 21

Dear Wong Shey Hang:

I beg to state that your nephew, Wong Su intends to go to your city and now I have a way. I have made the arrangement for the both sides promised for $500.00 be paid on arrival at your store. Amount of which taking out $150.00 you may pay to the guide and the balance $350.00 send to me at once for disposing. Please attend this and do not delay.

When you send the money use the address on face of envelope.

A. D. December 15, 1913.

(Signed) Chin Yen Yip.

Original to returned to Phila. Apr 21

Philadelphia, Pa.,
December 23, 1913.

Dear Uncles, Soi Tongue, Kung Bo and Chu Wune:

I have to inform you that I was captured by an American in my attempt to enter the United States surreptitiously.

Too, I am sick and have very liittle clothing with me. Please take the first train to come here at once after you have received this note, and also buy and bring with you some Chui Fong pills, Ng See Cha, Gum Woh Cha and some other medicine for which a prescription is here written on the back of this letter.

Wishing you repose in the consciousness of financial sucess,

Your nephew,

(signed) Wong Sow.

Remarks: This letter was written inside the wharf where the author was captured, and it was addressed to Wong Soi Tongue, Wong Kung Bo and Wong Chu Wune, of New York City.

Translation of a Chinese letter, rendered by Edgar Lea, Chinese Interpreter, Philadelphia Immigration Station, Gloucester City , N. J.

Philadelphia, Pa.,
December 23, 1913.

Dear Uncle:

I boarded a ship on the 12th instant, arriving at Philadelphia to-day where I was captured. As soon as you have received this note, please take the first train to come here at once and without delay.

This note is very important, and I have nothing further to tell you just now.

From your nephew,

(signed) Louie Fat.

Remarks: This letter was written inside the wharf after the author had been captured, and it was addressed to Louie Ah Sing % No. 5 Cherry Street, New York City.

Translation of a Chinese letter, rendered by Edgar Lea, Chinese Interpreter, Philadelphia Immigration Station, Gloucester City, N. J. December 24, 1913.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO

No. 1353/3.

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

January 5th, 1913.

Commissioner of Immigration,
Philadelphia Immigration Station,
Gloucester City, N. J.

I have to report that in compliance with your instructions of the 23d instant ultimo I investigated the bringing into the United States at this port of two Chinese stowaways on the Nor. SS "Catharine Cuneo" on the 23d ultimo, and the following is my finding:

On the 22d ultimo the above vessel, from Port Antonio, docked at Pier 8, North. Between the hours of 12 midnight and 6 a. m. on the 22d ultimo two Chinese were arrested on the pier by the night Customs Inspector and a policeman. The master and crew of the vessel were closely questioned by me concerning the presence of the Chinese on their ship, and all disclaimed knowledge of the fact. One of the crew was noticed to be absent from the ship at the time the Chinese were found--a Philadelphian named Joseph Gorman, who had signed on the Catharine Cuneo for only one trip. The First Officer informed me that Gorman had been on and off the vessel from midnight to about 5.30 a. m. I had learned that the barge "Barney" had been lying alongside the Catharine Cuneo during the night, and the captain of the barge had reported that one of the Cuneo's crew had brought the two Chinese to him at about 12 o'clock at night, and had made a proposition to him to the effect that if he would land them at some other pier he could make some money. The barge captain's name is Di Silva. He is a negro from Cape Verde Islands. Learning later from the day Customs Inspector on Pier 8 that the missing sailor had returned to the ship, a requested him to prevent his leaving till I had arrived. Meanwhile, through the courtesy of the City Police authorities, who placed the police boat Samuel Ashbridge at our disposal, I succeeded in having Di Silva accompany me from the Greenwich coal piers, where he had tied up, to Pier 8, where I questioned both him and Gorman. (See transcript of testimony marked "Exhibit A"). In view of the positive identification by Di Silva of Gorman as the person who had brought the two Chinese to him in his cabin on the barge and offered him money to take charge of them, I had the latter taken to the office of the United States Attorney, where a warrant was issued for his arrest on the charge of violating Section 11 of the Act of 1882-1884. Gorman was given a hearing before U. S. Commissioner Edmonds,

and was held in $500 bail for his appearance at the March (1914) Term of District Court. I explained to Assistant U. S. Attorney Sterrett, who conducted the case for the Government, that this matter was of such importance that this office strongly desired the bail to be fixed at $5000, if possible, and that the bail should be at least several thousand dollars. Mr. Sterrett argued with the Commissioner to raise the bail, but without avail.

While in the office of the U. S. Marshal, I spoke to Gorman, who had been crying. I told him it was my opinion that he had made a mistake in not making a clean breast of his part in the smuggling transaction. He then began unfolding a story in which he made admissions involving him. I informed him that if he desired to make a statement he should do so before the United States Attorney, and, at his request, he was brought into the presence of Mr. Sterrett, who repeatedly informed him that whatever he would say would be used against him at the trial. Gorman insisted that he understood, and proceeded to make the statement, a copy of transcript of which is attached hereto, marked "Exhibit B". It will be noted in this statement that Commandetailed the circumstances of the stowing away on the "Cuneo" of the two Chinamen, and attached the responsibility of their presence on the ship to a Gorman fireman, who had been paid off and had doubtless decamped. Inquiry at the Norwegian Consul's office resulted in the information that one John Eide, aged 30, a Norwegian fireman, who had signed on the "Catharine Cuneo" on a preceding trip, had been paid off and discharged, together with one Wilhelm Kossarnen, aged 20, Russian Finn fireman, who had signed on the ship at New York about three months previously. Both had been paid off on the 23d. After repeated effort to locate the two firemen named above, I finally found on the 1st instant that Eide, who was described to me as a very upright and conscientious Norwegian, had a few days previously signed on a Norwegian ship named the "Fredness", for the West Indies via Baltimore, and that the vessel would return to this port in February. The other person named--Kossarnen--is also well known at the Norwegian boarding houses, but I failed to ascertain any information as to his present whereabouts. However, in view of the admission of Gorman in Exhibit B and the positive identification by the captain of the barge "Barney", who has subsequently been called to the Detention House to identify the two Chinese in question and did so in a most positive and convincing manner, it is my opinion that neither of the two firemen mentioned by Gorman are involved in this matter. An effort is being made to have Gorman call at this office to claim his overcoat, which is in possession of one of the Chinese. Should he respond to the request to call for that purpose, the Chinese may be induced to identify him.

The two Chinese--Loui Fat and Wong Sow--were given a hearing on the 24th of December, 1913, before a Board of Special Inquiry, and excluded. A copy of the Board record is attached hereto, marked "Exhibit C". The Catharine Cuneo makes fortnightly sailings from this port.

My investigation of this matter convinces me that Gorman was alone/in /of the ship's crew this smuggling scheme. At any rate, there is to my mind sufficient evidence to bring a prosecution to a successful ~~xxxx~~ outcome, so far as Gorman is concerned. As to the other person he names as responsible, the description Gorman gives of him does not fit either of the two firemen who were discharged from the Catharine Cuneo on the 23d ultimo, and I believe the mentioning of a fireman on the ship by Gorman is merely an effort to shift the blame on another. (This opinion is shared by Assistant U. S. Attorney Sterrett, who has advised this office that Gorman has succeeded in being released on bail.)

All appearances in this matter justify my belief that Gorman, who has been a shifting waiter in restaurants in the Philadelphia tenderloin district, signed on the "Catharine Cuneo" for a single trip for the sole purpose of carrying out this transaction, and, arriving at this port with the Chinamen in his charge, he attempted first to get them off the ship and pier. Finding that, owing to the vigilance of the night Customs Inspector on duty there, it would be impossible to get them from the ship to the street, he took them to the barge "Barney", which was lying alongside the "Cuneo", and negotiated with the captain, an honest Cape Verde negro, to take them off his hands and put them ashore at one of the coal piers. Foiled in this attempt, he left them to their fate, trusting to his own shrewdness to get away unsuspected.

The large colored man at Port Antonio, mentioned in the testimony taken, has long been known as actively engaged in the business of smuggling Chinese to the United States. The new feature is the Jamaican customs watchman on the Cuneo dock at Port Antonio, who appears to be sharing in the profits of the traffic, and it might be well to suggest that that this information be imparted to the British authorities through proper channels. The New York end of this transaction appears to involve a Chinaman named Lee Lie Saong, of 10-A Pell street, New York City. But it is very doubtful that any sort of admission could be secured from him; however, a copy of this report should be furnished the New York office for use in an investigation there, which might possibly result in gaining evidence sufficient to justify proceeding against Gorman, Lee Lie Saong and others on a conspiracy charge.

The next sailing of a vessel of the steamship line involved being scheduled for the 5th instant--the "Nicholas Cuneo"--the matter of holding the stowaways for witnesses was taken up with Assistant U. S. Attorney Sterrett, who, after looking up authorities, stated that such a course would be unnecessary, provided identification could be established and official evidence that the identity of the Chinese found on the ship and those deported was the same could be produced. As this can be done, the Chinese will be placed on the above vessel for deportation.

(Signed) A. G. Denkhart.

Inspector.

Department of Commerce and Labor
IMMIGRATION SERVICE

Exhibit "B"

OFFICE OF THE COMMISSIONER
PHILADELPHIA IMMIGRATION STATION,
GLOUCESTER CITY, N. J.

No. 2123-C.

February 17, 1914.

Commissioner of Immigration,
Philadelphia Immigration Station,
Gloucester City, N. J.

I have to report that yesterday, in pursuance of his conversation with you by telephone, Einar Mathewson, of No. 216 Spruce St., Philadelphia, came to this office for the purpose of imparting information concerning the smuggling of Chinese into the United States on vessels in the fruit trade plying between Jamaican and United States ports. Mathewson stated that he is a fireman, and that he had up to about a year ago been a member of the crew of the SS "Seminole", of the U. S. Revenue Cutter Service, and later was employed on vessels plying between Philadelphia and Kingston and Port Antonio, Jamaica, the last one being the "Bowden", which he left a few weeks ago. Asked as to what personal knowledge he had regarding the smuggling business, He replied that he had made many trips between the United States and Jamaican ports, and had often been approached by members of a syndicate and offered $500 a head for Chinese he would deliver to New York or Philadelphia headquarters. He averred that it is common knowledge among the seamen employed on fruit steamers that this offer is open to all, and that many of them accept it and bring Chinese to this country, and that it is always with the knowledge of others in the crew, who receive a part of the money. Mathewson says that so large has the traffic become that every arriving fruit ship at a Jamaican port is watched with keen interest by the numerous runners employed by the syndicate, and that it is difficult for a seaman to escape them on going ashore. If a seaman pays the slightest attention to a runner he is taken to a saloon and plied with liquor, after which he falls into the game and is taken to the headquarters of the syndicate, introduced to the Chinese he is to get on board the ship, and given $300 for each, together with two letters--one in English and the other in Chinese--containing instructions as to delivery of the "goods". Under cover of night the Chinese are stowed away on the ship, the native watchmen having previously been "fixed" for two English pounds each. On arrival at the United States port the stowaways are taken ashore, sometimes as stevedores, with blackened faces, or put over the side of the vessel to a waiting rowboat. The place of delivery is usually a Chinese store, where, on presentation of the two letters, the balance of the contract price is paid. "You people have no idea how many Chinese are being smuggled into this country," Mathewson continued. "Some vessels bring as many as 10 to 20 from Jamaica on a single trip. Most of them are

carried on ships sailing to New York, the crews of the SS "Admirante" and her sister ships being most extensively engaged in the business, the Second Officer of the "Admirante" being especially active in it. Charleston, S.C., Mobile, Ala., Boston, and Philadelphia,--in fact, every port where fruit ships sail to get their share of smuggled Chinamen. The SS "Bowden" will arrive at this port on Sunday evening or Monday morning, next, and I am sure you will find stowaways on board of her if you make a search or watch the ship. You will find them either in the bunkers, ventilator funnels, or the provision storeroom; and if no lookout is kept they will get the Chinamen ashore in one way or another. "Why did I leave the [redacted] 'Bowden'? Well, those people on the ship knew that I would not stand for any crooked business, and they had given me enough to understand that if I continued in the crew I would be done away with. At first they hinted to me that I could get in on the scheme and get part of the money; then they got bolder, and when I absolutely refused to join them I was given to understand that I would better get off the ship, and I did. I am convinced that an honest seaman cannot remain honest long on those fruit ships, and I would like to help in breaking up this smuggling business. I can do a great deal towards it. I know those who are engaged in it in Jamaica, and I know the way they operate. I am going to work my passage to Kingston in a week or so, and, if you want me to do it, I will get a line on several of those transactions and tell you in advance of the arrival of a ship with Chinese stowaways and who has the Chinese in charge, so you can get hold of the letters whereby you can get those engaged in it at this end. I am willing to go to any extent of risk to help this country, so that this great temptation will be removed from seamen, who are generally honest, but who get only $30 a month. You can understand that $300 looks like a large sum of money to them. Besides, they are obliged to get into the game, whether it is agreeable to them or not, for they know their lives are not worth anything if they don't get in."

That this informant is acting in good faith, I do not doubt. Mathewson is a clean-looking and honest-appearing Norwegian, and his motive is doubtless as he stated--to relieve his countrymen who man most of the fruit steamers from the temptations that beset them. His recital of the modus operandi of the smugglers coincides precisely with the story told by Joseph Gorman, a seaman of the SS "Catharine Cuneo", who was arrested on information of this office in December last for smuggling two Chinese into the United States from Jamaica and is under bail in the sum of $500 for his appearance at the March Term of Federal Court. As to his statement, made in a positive manner, that the practice is general and involves all seaports at which fruit steamers arrive, and especially as to that part of it which applies to this port, it would appear to be imperative that all arriving ships from Jamaica be thoroughly searched for stowaways. Our informant on leaving stated that he would call again in a day or two and make arrangement for the conveyance of further information in this matter.

(Signed) J. [illegible]

Inspector.

#5

Boston.
New York.
Baltimore.

Buffalo, N.Y., June 3, 1914.

You are advised that two Chinese stowaways were found in the forepeak of the S.S. "Euparta", upon the arrival of that vessel at the Port of Philadelphia May 25, 1914.

Please put this vessel on your list of suspects for future information if she should visit your port.

Sig. Richard H. Taylor,

Immigrant Inspector.

RHT-IT

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 3930-I.
2146-C.

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

June 1, 1914.

Inspector Richard H. Taylor,
c/o Bureau of Immigration,
Washington, D.C.

I have to advise you that on May 25th, 1914, two Chinese stowaways were found in the fore-peak of the S/S "Esparta", where they were discovered by search initiated by this office.

No evidence was adduced which would warrant the apprehension of any of the crewmen in connection with the presence of the Chinese on board the vessel, though all were closely questioned and a detailed inquiry conducted to this end.

The Chinese stowaways protested that they were placed on board by someone whom they were unable to identify, and even went so far in their statements looking to the protection of those who were responsible for their presence on the "Esparta" as to express doubt regarding the color of the person with whom the arrangement was effected.

These two stowaways were deported by a Board of Special Inquiry, the records of which hearing will be forwarded you when they shall have been transcribed.

This letter is addressed to you in care of the Bureau as no advices have been received of your present official address. That there may be no failure in promptly reaching you in any future emergency, please indicate where you may be addressed for prompt delivery, if your official

address is other than in care of the Bureau of Immigration, Washington, D.C.

J. T. Hughes
Acting Commissioner.

CVM/N.

Svc. 342

11—3528

In the matter of

CHING HANG, aged 25, male,
MOCK JIM, aged 32, male,

CHINESE - CHINA.

At a meeting of a

BOARD OF SPECIAL INQUIRY

held at the

Port of Philadelphia, Pa.,

Pier 5, north wharves, on
board the SS "ASPARTA",
May 25th, 1914.

Aliens arrived per SS "Asparta", United Fruit Company, from Port Antonio, Jamaica, May 25th, 1914, cause of detention, L. P. C. (stowaways), and Chinese.....Mallet, Inspector.

PRESENT: C. V. Mallet, chairman,
C. C. Reiss,
M. A. Levy, secretary. (J. H. Lee, interpreter)

Aliens called, sworn, testified:

Q. What is your name?
A. Ching Hang.
Q. Any other name?
A. No.
Q. How old are you?
A. 25.
Q. How much money have you?
A. None.
Q. Where were you born?
A. Ah Fook, Sun Ung District, China.
Q. Ever in the U. S. before?
A. No.
Q. Your father living?
A. Yes.
Q. What is his name?
A. Chin Ah Pok.
Q. Mother living?
A. Yes, Lee See.
Q. What is your father's occupation?
A. Farmer in China.
Q. What was your occupation in China?
A. Farmer.
Q. When did you get on this ship?
A. Sunday a week ago, the 17th.
Q. Where did you get on the ship?
A. Some small port in Jamaica (Port Antonio).
Q. Are you sure you got on this ship Sunday before last?
A. Yes sir.
Q. How long were you in Jamaica?
A. Two months, about.

Q. On what ship did you sail from China to Jamaica?
A. Empress of Japan.
Q. What was your occupation in Jamaica?
A. Laundryman.
Q. How much money did you pay to be stowawayed on this ship?
A. Nothing.
Q. Who put you on the ship?
A. Whiteman.
Q. How much did you pay him?
A. $50.
Q. Sailor on this ship?
A. I don't know.
Q. It is my opinion that you were placed on board this ship by one of the crewmen; unless you point out this man it is going to delay the sailing of this ship; are you willing to point out this man?
A. I cannot point out the man; I cannot remember the man.
Q. If we show you the man will you identify him?
A. I don't know him. He put me on the boat at night time.
Q. Did he not talk to you in the day time and say that he would put you down in the hole at night?
A. Yes sir; but I cannot remember him; I cannot tell whether he was a white man or a colored man.
Q. Did he say that he was a member of the crew?
A. No sir.
Q. When did you give him the $50?
A. I did not give him any money; I promised to pay him.
Q. Was he to accompany you on the ship?
A. I don't know.
Q. How were you to pay him the money after arrival in the United States?
A. I paid him the $50.
Q. Did you pay him on the ship or on the shore?
A. On the shore.
Q. Did he take you on the ship and place you where you were found today?
A. Yes sir.
Q. How many Chinese did he place there?
A. One beside myself.
Q. Did he bring you both together?
A. Yes.
Q. Did he furnish you with provisions to be brought on the ship?
A. Yes sir.
Q. Didn't he explain that he was a sailor and that therefore you were sure of being brought into an American port?
A. No sir.
Q. How were you feed while there?
A. We brought some crackers with us.
Q. Do you mean to say that you have been living from the 17th of the month till to day on crackers?
A. Yes sir.

Q. What did you do for water?
A. We brought our water with us, in a bottle.
Q. Where is the bottle?
A. We broke it.
Q. When?
A. It was not a bottle it was a tin can, it is in the hole.
Q. Did you leave blankets in the hole?
A. Yes sir.
Q. How many times did the man open the trap door while you were down there?
A. Never.
Q. How many times did you come up stairs during the night time?
A. Never.
Q. Did you see the man today who put you on the ship?
A. No sir.
Q. Any relatives in the United States?
A. No.
Q. Why did you come to Philadelphia?
A. I came to look for a job.
Q. What address were you going to?
A. I have no address.
Q. Did the man who smuggled you on board have the address; was he to take you to that address after arrival here?
A. No.
Q. Do you mean to say that you have not written to any one that you were going to smuggle yourself into the United States?
A. No.
Q. Have you any friends in Philadelphia?
A. NO.
Q. Any friends in New York?
A. NO.
Q. What did you expect to do if you were allowed to land under cover of the night?
A. I would go wherever I would find a Chinaman.
Q. Is your fellow stowaway related to you?
A. No.
Q. How much did he pay to get put on board?
A. I don't know.
Q. Did he make arrangements with the same man?
A. Yes sir.
Q. Have you anything to say why you should not be deported from the U.S.?
A. No.

Alien called, sworn, testified:
Q. What is your name?
A. Mack Jim.
Q. Any other name?
A. Gee Pong is my married name.
Q. How old are you?
A. 32.

Q. What is your occupation?
A. Laborer in salt fish factory in Jamaica.
Q. Where were you born?
A. Mock Tin Village, Hok Sun District, China.
Q. Ever in United States before?
A. No.
Q. Have you any children?
A. Four sons.
Q. All in China?
A. Yes sir.
Q. What are their names?
A. Ah Kong, aged 12; Ah Foy, aged 10; Ah Bin, aged 6; and Ah Poy, aged 3.
Q. Father living?
A. Yes sir.
Q. What is his name?
A. Ah Lie.
Q. What is his business?
A. Merchant in China; grocery business.
Q. What is he worth?
A. Few thousand dollars.
Q. Any brothers or sisters?
A. Six brothers, besides me.
Q. What are their names?
A. Ah Jim, aged 36; I am the second; Ah Chew; aged 28; brother four is dead; Ah Thick; aged 20; Ah Sue; aged 16, Ah Ching; aged 12.
Q. Mother living?
A. Yes.
Q. What is her name?
A. Fong See.
Q. What was your occupation in China?
A. In my father's store.
Q. When did you leave China to come to Jamaica?
A. One year ago.
Q. On what ship?
A. SS "Montejo(?)".
Q. When did you meet your companion stowaway?
A. The night we boarded the ship.
Q. Were you not together at the time it was arranged that you were to be put aboard this vessel?
A. No sir.
Q. How much did you pay the man who brought you on the ship?
A. Nothing.
Q. Don't you know that you are lying when you say that?
A. I did not pay anything.
Q. Who paid for you?
A. My companion paid for me.
Q. When did you conceive the idea of being stowawayed for the purpose of coming to the United States?
A. Same night I was brought on board .

Q. Who brought you on board the ship?
A. A Colored man.
Q. Did you come with the other man?
A. Yes sir.
Q. What assurance did you have that you would be safe on the ship?
A. The other man brought blankets and crackers.
Q. Did the man who brought you on board say that he was a crewman on this ship and that he would put you ashore on arrival at an American port?
A. No sir.
Q. When and where did you first see the other stowaway?
A. The day we were brought aboard, on the shore.
Q. Why did he pay your passage.
A. He said I could pay him when we get to the United States.
Q. Did you ever try to stowaway before?
A. No.
Q. To whom did you expect to go after you landed here?
A. I don't know; I expected to look for Chinaman on shore.
Q. Don't you know that Chinese of your class are not permitted to enter the United States?
A. Yes sir.
Q. With whom did you correspond in the U. S. prior to ~~xxxxxxxx~~ to your being stowawayed on the ship?
A. No one.
Q. Have you any relatives in the United States?
A. No.
Q. Any friends in the United States.
A. No.
Q. Ever write a letter to any one in the U. S.?
A. No.
Q. How many times did you come on deck during the voyage from Jamaica to this port?
A. Never.
Q. At what port did you board the ship?
A. Port Antonio.
Q. On what day were you placed aboard?
A. Sunday night.
Q. How did you get on the ship?
A. Did you come up a rope ladder or the gang plank?
A. Up the gang plank.
Q. Was there a ship's officer at the head to stop you from coming on?
A. Nobody was there.
Q. What times was ~~xxxxx~~ that?
A. It was late at night.
Q. Have you any reason to offer why you should not be deported?
A. No sir.
Q. Will you identify the man who placed you on board the ship if he is brought in front of you?
A. It was dark at night I could not see him.

Q. What did you eat on the way up?
A. We had bread and crackers; the man who put us on the ship bought it for us.
Q. How many were placed on the ship?
A. Just us two.
Q. Did you go to the store with the man when he purchased the food?
A. Yes sir.
Q. Could you not tell whether he was black or white.
A. I don't know.
Q. Where did you get the blankets?
A. We bought them in Jamaica.
Q. Who fed you and gave you water on the way up from Jamaica?
A. We brought water with us. In a can.
Q. Don't you know that you are lying when you say you drank out of the can?
A. It is true.
Q. You washed your hands in that water?
A. Yes sir; we also use to drink it.
Q. What time at night were you placed on the ship?
A. Between 6 and 7 at night.
Q. Why don't you tell us the man who placed you on the ship?
A. I am telling the truth, I don't know him.
Q. Did the man who brought you on the ship leave you there or turn you over to some one to place where you were found?
A. He took us in the hole, put us there, and then left us.

The board is unanimous to exclude these aliens as likely to become public charges for the following among other reasons: They are destitute, having no funds; they have no friends or relatives in the United States to whom they could go in case of sickness or distress; they arrived as stowaways; we have no assurance that they will be able to find employment; and it is the judgment of the board that if permitted to enter the United States under existing circumstances they would be likely to fall into want and distress. They are also excluded as members of the laboring class of the Chinese race whose admission into the United States is mandatorilly prohibited by the Chinese Exclusion Act. They are therefore excluded, notified of deportation, return at expense of steamship company importing; and as to the right of appeal, of which they cannot avail themselves being Chinamen.

Mafery
Secretary.

STATEMENT TAKEN ON BOARD THE SS "ASPARTA", May 25th, 1914, by Chinese Inspector C. V. Mallet, having reference to the two Chinese stowaways, CHING HANG and MOCK JIM.

PRESENT. C. V. Mallet, inspector,
M. A. Levy, stenographer.

Witness sworn by Inspector Mallet; testified:

Q. What is your name?
A. John R. Carson.
Q. What is your age?
A. 47.
Q. What is your occupation?
A. First officer of the ss "Asparta".
Q. Under the British flag?
A. American ship, under the British flag.
Q. Where were you born?
A. Finland.
Q. Citizen of the United States?
A. Yes sir, November 5th, 1898, in Boston.
Q. You know the difference between first and second papers?
A. Yes, I have my full papers.
Q. How long have you been first officer of the Asparta?
A. Little less than one year.
Q. When did you sign the ship's articles in your present capacity?
A. I signed twice, first time for six months, I signed the last time on January 25th, 1914.
Q. At what port?
A. Boston.
Q. First time you have arrived at this port since you were first officer?
A. Yes sir.
Q. Did you leave Boston to go to Jamaica?
A. Yes sir.
Q. Do you at this time come from Jamaica?
A. Yes sir.
Q. How long were you in Jamaican waters? At what ports did you touch?
A. We arrived in Benden, Sunday a week, May 17th, we went to Port Antonio, arrived there in the evening, we laid there to Tuesday, thence to Port Nari, thence to Annato, Bay; thence to Port Antonio, thence to Benden; thence to Morent Bay; thence to Port Henderson; thence to Kingston, back to Benden.
Q. What was the last port of calling?
A. Port Antonio; which placed we left on Sunday at 4 o'clock in the evening.
Q. You have frequently been on vessels sailing between the U. S. and ports of Jamaica?
A. Yes sir, about 12 ~~xxxxxx~~ years.
Q. Your attention has been directed to the fact that Chinese used Jamaica as a point from which they smuggle into the United States?
A. Yes sir, I have been told so.

Q. In any of your seafaring life have you been approached in the matter of assisting Chinese to smuggle into the United States?
A. No sir, never.
Q. Have you not heard that it is a frequent occurence for seamen to be approached in that matter?
A. I have heard that some of the Norwegian ships had assisted them.
Q. Knowing that there is illicit traffic of that nature do you not feel as first officer of this ship that you should have taken extraordinary precautions?
A. Yes sir.
Q. Will you please state in detail what precaution you took to prevent Chinese being stowawayed?
A. The boatswain and myself went down in the lazaeette, we looked all over it; after we searched it; we locked it up.
Q. Did you look in the water compartment?
A. Yes sir.
Q. What other place?
A. In the forepeak.I had one of the sailors with me. We hunted all over the top and the second compartment; we went into the lazarette; in the first and second tanks; but we did not go down into the third; as there were lots of rope there and we locked it up.
Q. Did you know that there was a place in the third compartment where Chinese might be stowawayed?
A. There might have been room for a person but I did not know it, if I had we would have gone down there.
Q. In your responsibility in the matter of preventing the smuggling of Chinese on the ship don't you feel that you should have gone into the other places, that is every possible place on the ship?
A. I thought we had done so.
Q. As a matter of fact the two Chinese were found in the third compartment?
A. So I understand.
Q. From the description of that compartment you are of the opinion that they could have got down then only if aided by some crewman?
A. I cannot say that. We have about 60 laborers, at Jamaican, some of whom have worked on this ship for 20 years; they have free access; laborers could have put them down there as well as the crew.
Q. Have you any suggestion to offer as to upon whom the responsibility for this thing might be placed?
A. No sir. I talked with the quartermaster and the carpenter, but they know nothing about it.
Q. In order that there might be a record of the transaction of this afternoon, I would say that when I asked you you whether you would detail some one to attend to the stowaways as a special precaution against there escaping; I said it in such a way as to impress upon you to see that they did not esecape.
A. I did not have that in mind. We had work to day. There are crewmen who are going to leave us. So I was in a peculiar position, not having any men to spare.
Q. You don't understand that I meant to do any more than my duty?
A. I did not give it much thought. I told you the position I was in, You seem to think that I did not want to help you out?

Q. I simply want to convey the idea that the situation demanded of you such attention as I would request, in so much as I had to leave the ship to telephone to Mr. Hughes, Assistant Commissioner; and I therefore could not remain here? I asked you to detail a man to see that these men were safeguarded as I could not. Further Mr. Watson, manager of the line, spoke to you and requested your assistance; didn't you tell him that yourmen were at various details and they could not be brought forward that I might interview them.

A. I told him that I had my orders from the captain, my superior. The coal men were on board, we were going to coal at six o'clock, I wanted to have the ship ready , that is what I was trying to do.

Q. You felt that you must carry out the orders of the captain, who had no knowledge of the stowaways and the peculiar circumstances that had arisen on their discovery; you felt that you were bound to obey his orders?

A. I had to obey the orders from my superior to get the ship ready.

Q. You understand that I was trying to do my duty?

A. I did not give that a thought.

Q. You seemed to think that I was assuming too much in the matter?

A. I had my orders from the captain I wanted to carry out these orders.

Q. You felt that you wanted to carry them out; if that delayed my investigatin you felt that was my business?

A. You take a different view of it entirely. I wanted the ship ready; that is the view I have; they are all leaving us, except two men; and with the few I wanted to get all of the work before they left. My idea was that my orders should have everything done that I could.

Q. Anything that you can suggest to get at the heart of this matter so that the vessel can sail on time?

A. I wish there was. But no one knows anything.

Q. I have served notice that no one is to be paid off?

A. I have issued instructions that no one shall be paid off. No one will be able to leave this ship.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 2146-C
2167-C
2168-C

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

May 2nd, 1914.

Inspector Richard H. Taylor,
Care of Bureau of Immigration,
Washington, D. C.

With further reference to a communication addressed to you by this office of the first instant; relative to the finding of two Chinese stowaways in the forepeak of the SS "Esparta", there is herewith inclosed, the transcript of the testimony taken in the hearing accorded these stowaways by a board of special inquiry.

There is also added a statement taken from John R. Carson, first officer of the "Esparta", which discloses the fact that the master of the vessel directed this affiant to search all available places wherein stowaways might find security from detection of their presence on board ship. It will be furthermore noted that this affiant stated in his testimony that he did not search the lower compartment of the forepeak in which the stowaways were actually found. While there was just ground for censure of Mr. Carson for dereliction of his duty, it was not deemed an occasion for any attempt to prosecute in connection with the failure to illegally import the Chinese. The master of the "Esparta" reproached his first officer in stinging terms, and this office has been reliably informed that Mr. Carson was discharged from his position because of his neglect in this connection.

The search of this vessel was the result of a systematic effort on the part of this office to apprehend all Chinese seeking illegal admission by the water route, through this port, and tends to indicate that Chinese smugglers are active at Jamaican ports in furthering this contraband traffic.

Acting Commissioner.

CVM-L

Continued

from

53788

1 – E

heretofore

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

No. 53788

SUBJECT:

1-G

14—849

2

CONTINUED UNDER

53788-1-A

HEREAFTER

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF.....

No. 309-D.

PORT OF Buffalo, N.Y., June 15, 1914.

Commissioner General of Immigration,
Washington, D. C.

Continuing my confidential report No. 309-D, dated May 22, 1914, the following reports and other correspondence regarding Chinese smuggling operations in the vicinity of Detroit are submitted for filing:

1. Copy of communication from Inspector in Charge Frick to the Inspector in Charge, Chicago, dated May 21, 1914, confirming telephone message that four Chinese had left Windsor at 7:30 P.M. May 20 for Walkerville in charge of two white smugglers destined, one to 228 22nd St., one to 119 22nd St., and 2 to 216 2nd St., Chicago; one of the latter to continue to 111 Broadway, Ashland, New York, at a later date.

2. Report from Inspector in Charge Frick covering Chinese work in his District for the week ended May 23, 1914, which shows that on May 17th informant O'Donnell advised that Stoneberg and Red Stevens had passed either through Port Huron or Detroit with four Chinese for Chicago to be unloaded at the Kensington yards; and that said information was furnished the Chicago office; May 18th Willie Pang advised that four Chinese had left Windsor in charge of two white men, two destined to 247 22nd St., Chicago, and two to Crystal Falls, Michigan; also that two Chinese left Windsor in company with Bemy Ouellette one destined to 22 South 8th St., St. Louis, and one to 28 Mott St., New York; that the Inspectors in both cities were advised; May 19th received information that Henry Latour and a young man unknown were in charge of the four Chinese reported destined to Chicago on the 18th; May 20th information was received from James F. Foley, Chief Special Agent Grand Trunk railroad that two letters written in Chinese characters were found in a box car which reached their 51st St. yards, Chicago, May 18. Mr. Foley was requested to detail one of his officers to work in the freight yards mentioned; May 21st informant Willie Pang reported four Chinese in Windsor destined three to New York and one to 63 Summit St., Brooklyn; on the following day he advised that said Chinese had left Windsor; May 23rd informant Willie Pang advised that

the four Chinese above mentioned were brought back to Windsor for some reason and later advised that said Chinese would be smuggled in in freight cars; notified Toledo and Chicago offices.

The two Chinese reported by informant Pang on May 18th destined to Crystal Falls, Michigan, were arrested by police in Chicago on the night of May 22nd, together with two other Chinese and Henry Latour; later two Chinese and Latour were released by the police for some unknown reason but Henry Latour has since been connected with the smuggling of these Chinese and is now under arrest in Detroit awaiting removal to Chicago.

3. Copies of reports and other correspondence regarding the arrest of Henry Latour at Detroit, Michigan, May 27, 1914. Four Chinese and a white man were arrested in Chicago by the police on the night of May 22nd on complaint of a woman that the Chinese had attempted to snatch her handbag; two of the Chinese and the white man were released as the woman failed to identify them. The following morning Inspector Ebey interviewed two Chinese who gave the names of Yip Tung Foon and Yip Gim Toy, alias Yip Moon Lim, and admitted that four of them had come from Windsor in a freight car; that they (the two) were bound for the Yep Jay Laundry, Crystal Falls, Michigan (this information was previously furnished by informant Willie Pang); a photograph of Henry Latour was exhibited to the police officials and others who saw the four Chinese and white man on the evening of May 22nd and he was fully identified as the party who had the Chinese in charge; upon that information he was taken into custody and is now awaiting removal to Chicago. Willie Pang subsequently reported that Albert (Birmy) Ouellette was the party who assisted Henry Latour in this transaction but the officers have been unable to connect him with the deal. The Yep Jay Laundry at Crystal Falls, to which the two Chinese were destined, was searched and correspondence found through which it may be able to connect Lee Suey Sing, alias Frank Lee, Henry Latour and Gin Fay, proprietor of the Yep Jay Laundry; this phase of the case is now before the United States Attorney in Chicago. Of course Henry Latour will also be prosecuted for aiding and abetting in violation of sec.11.

4. Copy of communication addressed to the Inspector in Charge at Detroit and advising that a bunch of about ten green Chinese left Toronto weekly for London and suggesting that he arrange with conductors and others to be advised when green Chinese arrive at

London or Windsor; Inspector in Charge Frick's reply thereto, No. 1683, dated May 22, 1914, advising that all trains arriving at Windsor were met by an inspector attached to his office who reports the arrival of all Chinese and that arrivals at London were reported by inspectors from Port Huron who meet trains at the former place.

5. Copy of telegram from Inspector in Charge at Detroit to the Inspector in Charge at Chicago advising that one Chinese got on Michigan Central train No. 37 at Ann Harbor destined to Chicago.

6. Copy of letter No. 2242/102, dated May 22, 1914, from Inspector in Charge Frick to the Sheriff of Monroe, Michigan, advising that William Finley and Roy Kett, residents of Amherstburg, Ontario., were seen with three Chinese which they were arranging to take to Monroe, Michigan; that Finley is proprietor of a pool room at Amherstburg and owns a fast launch; and requesting the Sheriff to assist in the apprehension of these parties.

7. Copy of telegram from Inspector in Charge Frick to the Inspector in Charge at Buffalo, dated May 26, 1914, advising that two Chinese left Windsor for New York, via Michigan Central freight that night; also copy of communication addressed to the Inspector in Charge at Detroit suggesting that, whenever possible, more definite information be furnished regarding the movement of Chinese on freight trains because of the large number of the latter that pass through Buffalo daily; also requesting report regarding movements of Chinese to Walkerville.

8. Report from the Inspector in Charge at Detroit, No. 1683, dated June 1, 1914, covering Chinese work at that station for the week ended May 30, 1914, showing that on May 24th Inspector McCabe searched freight cars in the Wabash yards at Detroit for four Chinese supposed to be destined to Chicago via that road, without results; May 25th Jin Foon, arrested by Inspector McCabe at Ypsilanti, Michigan, March 5th, was ordered deported by Commissioner Hurd and appealed to the District Court; May 26th informant Willie Pang reported that two Chinese destined to New York had left Windsor, possibly via Michigan Central freight train; May 27th George Renner, Sheriff of Monroe County, Michigan, which is about thirty-five miles south of Detroit, reported the arrest of three white men and two Chinese in an automobile (see par.9); that the Chicago office reported that Henry Latour had been identified by photograph as the person who was with the four Chinese in Chicago on May 21st (see par.3) and was arrested while landing from the Windsor ferry and held pending

warrant from Chicago; May 28th an anonymous telephone message was received to the effect that three Chinese were smuggled into the United States destined to Bloomington, Illinois, Joliet, Illinois, and St. Louis, Missouri; that the inspectors at Chicago and St. Louis were advised; that Willie Pang reported two Chinese had left Windsor, one destined to 9016 Superior Street, Cleveland, Ohio, and one to 63 Summit Street, Brooklyn; that this information was telephoned to Cleveland and wired to New York (see Par.10); May 29th Chicago advised that a formal warrant had been sent to the United States Attorney in the Henry Latour case; that three Chinese arrested by Inspector McCabe at Jackson, Michigan, on March 9, 1914, had been ordered deported by Commissioner Hurd and their cases appealed to the District Court; May 30th informant Pang advised that four Chinese had returned from Frank Lee's place in Windsor to Toronto because of recent arrests and that but one was left at Frank Lee's; that information received from various sources in Windsor indicates that Chinese smuggling operations are to be temporarily transferred to London because of recent arrests of Anderson, Geiser and Latour; that informant Pang is willing to go to either Toronto or Hamilton to secure information provided his actual expenses are paid.

9. Reports and other correspondence showing that on the evening of May 26th, 1914, informant Willie Pang advised that two Chinese would be smuggled into the United States that night; that they were destined to an unknown address in New York City; that about 2:30 A.M., May 27th, two police officials arrested John Geiser, William (Whitey) Anderson, Walter Wilcox, Chauffeur and owner of automobile, and two Chinese Ing Bow and Ing Nom at Monroe, Michigan, while en route from Detroit to Toledo; that the defendants were arraigned before United States Commissioner Hurd and hearings continued to June 8, 1914, bail being fixed in the sume of $4000 each for Geiser and Anderson and $2000 for Wilcox, while Departmental warrants were secured for the Chinese.

10. Copy of communication from Inspector in Charge Frick to the Inspector in charge at Cleveland and copy of telegram from Inspector in Charge Frick to the Chinese Inspector in Charge at New York, dated May 29th, advising that two Chinese left Windsor the previous night, one destined to 9016 Superior Street, Cleveland, and one to 63 Summit Street, Brooklyn, and other correspondence upon the same subject, which shows that Chan Foo Lin, alias Frank Chan, the Chinese destined to 9016 Superior Street, Cleveland, was subsequently apprehended at that address, while Inspector Sisson reports that there is no such number as 63 Summit Street, but the Chinese laundry at 59 Summit Street, next door, was searched without results.

11. Copy of communication, dated May 30, 1914, addressed to the Inspector in Charge at Detroit, acknowledging receipt of correspondence reporting the arrest of John Geiser, et al.; advising that appropriate recommendations be made as to paying a reward to the police who arrested Geiser and Anderson; requesting that in all cases where smugglers are arrested I be advised immediately by wire; and requesting that a plan be suggested whereby Willie Pang can be suitably compensated. Inspector Frick's reply to the foregoing, dated June 1, 1914, advising that Willie Pang has been appointed Special Agent at $75 per month for the month of June; that he intended recommending that officers Walter Miller and Michael Birch be paid a reward of $100 each in the Geiser-Anderson case. (We subsequently agreed that $50 each would be sufficient and such recommendation will be made after conviction of the smugglers).

12. Copy of communication addressed to the Inspector in Charge at Detroit, dated June 7, 1914, regarding the large number of Chinese gaining illegal entry in the vicinity of Detroit and requesting that a plan be suggested for the prevention of same. Reply from Inspector Frick, dated June 8, 1914, requesting a personal conference regarding this matter.

13. Copy of communication addressed to Inspector in Charge Frick, dated June 3, 1914, advising that arrangements have been made to secure information regarding the movement of Chinese in London, Toronto and Hamilton, and that it would not be necessary to send Willie Pang to these points at this time.

14. Letter from Inspector in Charge Frick, dated June 4, 1914, advising that informant O'Donnell, after a conference with Frank Lee of Windsor, reports that Stoneberg, Stevens and Ouellette are preparing to operate in freight cars out of London through Port Huron, Niagara Falls and Buffalo; that Ouellette will do all his work through Niagara Falls by placing Chinese in sealed freight cars at London. Copy of communication addressed to Inspector in Charge Frick, dated June 9, 1914, advising against disclosing the identify of his informants when sending information regarding the movement of smugglers to other points along the border, and reply from Inspector Frick, dated June 8, 1914, advising that such suggestion will be followed in the future.

15. Report from Inspector in Charge Frick, dated June 7, 1914, giving summary of work for the week ended June 6, 1914, showing that on June 1st the Inspector in Charge at Cleveland reported the arrest of a Chinese previously reported as destined to 9016 Superior Street;

June 2nd received information that Bemy Ouellette was the smuggler who assisted Henry Latour in connection with the Chinese arrested in Chicago; June 4th learned that Ouellette had returned to Windsor evidently having safely delivered the two Chinese, one destined to Cleveland and one to Brooklyn referred to May 28th; June 5th Willie Pang reported two Chinese at Frank Lee's place destined to 346 36th St., Chicago; that Frank Lee had not decided who was to take these two Chinese as his principal smugglers were in jail; June 6th informant O'Donnell agreed to identify the two Chinese arrested with John Geiser et al. (Inspector Frick was personally advised that it would be injudicious to expose the O'Donnell woman's connection with the service by having her identify these Chinese).

16. Copies of correspondence between the Detroit and New York offices regarding Yee Yett and Yee Goon, now under arrest in New York, and advising that Yee Yett under the name of Yee Yim was arrested at Detroit July 9, 1908, together with three other Chinese; ordered deported and forfeited $500 bond September 9, 1913; copy of order of deportation was mailed to the United States Marshal at New York for service.

In order to personally confer with Inspector in Charge Frick and Inspector McCabe I went to Detroit on the evening of May 9th and returned the following night. While in Detroit we inspected the entire water front for the purpose of personally familiarizing myself with existing conditions. Both Inspector in Charge Frick and Inspector McCabe admitted their inability to cope with the situation without a patrol boat, and this was perfectly apparent from my observation and the number of Chinese that are successfully entering in the vicinity of Detroit.

As a means of further concealing the identify of informant Willie Pang, it was suggested that in the future he be paid on blue voucher for assistance and confidential information, instead of being reappointed as Special Agent, which necessitates his appearing before a Consul to take the oath of office

and other matters that made it necessary for Inspector McCabe to come into personal contact with him. This informant is too valuable to be exposed in any manner and I would respectfully ask that my suggestion be approved at the proper time.

Inspector in Charge Frick was instructed to secure the services of a suitable person for temporary employment in London in order to keep the smugglers Stoneberg and Stevens and Ouellette under observation while working in that city. This is the only way definite information can be secured regarding the placing of Chinese in sealed box cars by these smugglers.

17. Report from Inspector in Charge Frick dated June 4, 1914, giving summary of work in connection with Chinese smuggling operations for week ended June 13, 1914, which shows that the Chinese formerly destined to 63 Summit Street, Brooklyn, were left at Bridgeburg, Ontario, by smuggler Ouellette and that Frank Lee went to that place on June 12 for the purpose of bringing back said Chinese; that three Chinese left Windsor the night of the 12th at 7:30 P.M. from London in charge of a white smuggler who intended placing them in sealed box cars at London and convey 2 of them to 346 36th St., Chicago, and one to 616 South Western Avenue, Chicago; that Inspector Coe at Port Huron and the Inspector in Charge at Chicago were advised; that informant O'Donnell reported Ed Hack was arranging to handle the Chinese in box cars out of London for Frank Lee; that Inspector McCabe investigated the report that Chinese were being smuggled across via Grosse Island, twenty miles from Detroit but was unable to confirm the information; that informant O'Donnell reported Frank Lee had planned to take two Chinese across the river at Detroit and keep them in a store on Champlain Street until they could be taken to Chicago; that Lee subsequently changed these plans.

18. Letter from Inspector in Charge Frick, dated June 14, 1914, advising that Ouellette wired Frank Lee from Bridgeburg, Ontario, instead of from Buffalo, as previously reported, regarding the Chinese destined to 63 Summit St., Brooklyn, and 9016 Superior St., Cleveland; and that they had been unable to locate this telegram.

Richard H. Dayton.
Immigrant Inspector.

RHT-IT.

309-D

(#1)

Inspector in Charge,
Detroit, Michigan,
May 21, 1914.

No. 2242/102.

Inspector in Charge,
U.S. Immigration Service,
Chicago, Illinois.

Confirming my telephone message of this date, you are advised that our informant notified us that four Chinese had left Windsor at 7:30 P.M., May 20th, for Walkerville, in charge of two white smugglers, who were destined to Chicago, to the following addresses: one to 228 22nd. St., one to 119 22nd. St., and two to 216 22nd. St. One of these Chinese is really destined to 111 Broadway, Ashland, N.Y., but we understand will remain a few days in Chicago visiting with friends.

We immediately got in touch with the police at Pontiac, Jackson, and Monroe, and requested them to keep a watch for Chinese who would attempt to board passenger trains at those points, or who might be seen passing through those cities by means of automobiles. The police of Detroit were also asked to notify all patrolmen on duty to keep a close watch for Chinese on the streets, and whomight be seen in automobiles, while our own inspectors watched all outgoing trains, and the water front, as much as possible, but without being able to effect their capture.

It is our opinion, based upon report submitted

by Mr. James P. Foley, Chief Special Agent, Grand Trunk Railway System, Detroit, that the smugglers are now using freight cars for the purpose of getting their smuggled Chinese into the interior of the United States, and thus far we have been unable to secure ~~xxxx~~ any information as to what means they are using in getting them across the Detroit River, and in placing them in these freight cars.

Effort was made to reach the Toledo office by long distance phone; but up to 1 P.M., today, we were unsuccessful.

(Signed) G. OLIVER FRICK

GOF-LAS Inspector in Charge.

Mr. Richard H. Taylor, Immigrant Inspector,
Buffalo, N.Y.

For your information and file.

G Oliver Frick
Inspector in Charge.

Department of Commerce and Labor
U. S. IMMIGRATION SERVICE

#2

May 27.

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No.1683. May 26, 1914.

Mr.Richard H.Taylor,
Immigrant Inspector,
Buffalo,N.Y.

The following is a summary of the work performed and information received in Chinese matters at this station for the week ending May 23,1914:

May 17th:
Received information from ..... O'Donnell that Stoneberg and Red Stephens had passed through either Port Huron or Detroit with four Chinese for Chicago,to be unloaded at Kensington yards. This information was furnished the Chicago office.

May 18th:
Advisedby Willie Pang that four Chinese had left Windsor in charge of two white men,who were destined as follows: 2 to 247 22nd.St.,Chicago;and 2 for Cyrstal Falls,Michigan. Also advised that two Chinese left Windsor in company of white smuggler Bemy Ouellette, one destined to 22 south 8th.St.,St.Louis,and one to 28 Mott St.,New York. Advised Inspectors in Charge at New York,St.Louis,and Chicago to this effect.

May 19th:
Information obtained indicated that instead of Geiser, Anderson,Stoneberg,or Stephens,being in charge of the four men taken to Chicago the day previous,that the white smugglers were Henry Latour,and a young man at present unknown.

MAY 20th:
Was advised by James F.Foley,Chief Special Agent of the Grand Trunk Railway,that two letters written in Chinese characters were bound in a box car which reached their 51st.St.yards at Chicago,on Monday,May 18th. Letters were transmitted to Chicago for translation. This verifies oursupposition that Grand Trunk freight cars are being used by smugglers. Mr.Foley was re-

quested to have the Grand Trunk officials place one of their secret service men in the freight yards at Windsor in order to bring about the detection and arrest of Chinese smugglers.

May 21st:
Inspector McCabe had a talk with Willie Pang,who says there are four Chinese now in Windsor,destined as follows: three to New York, and one to 63 Sumit St.,Brooklyn.

May 22nd:
Received information from Willie Pang that the four Chinese mentioned on the day previous,had left for New York. Inspector McCabe was directed to board Shore Line Ry. freight train leaving Detroit at 4 A.M., for Toledo,and get in touch with Inspectors Apple and Miller. Inspector McCabe examined this train,opening all cars after his arrival at Toledo,without results. Then conferred with Inspectors there regarding the examination of other freight trains.

May 23rd:
Received information from Willie Pang that the four Chinese mentioned on the 22nd.were brought back to Windsor by the smugglers. Couldnot learn reason why the trip had been abandoned. The same night received information from Willie Pang that four Chinese destined to Chicago would attempt to enter the United States at this point,and would proceed to Chicago by freight train. Had Inspector McCabe examine Wabash freight trains,No.91,for St.Louis,and No.95 for Chicago,at Oakwood yards,Detroit,without results. Also advised Inspector Apple,Inspector in Charge Prentis of the attempt at smuggling. These Chinese were destined,two to 228 22nd.St.,Chicago,and two to 216 22nd. St.Chicago.

Have received report from Inspector in Charge Prentiss that the police at Chicago arrested four Chinese and one white smuggler at Chicago,on the night of May 21st; that they released two Chinese and the white man,and held two Chinese,whom they turned over to Inspector Prentis. These two were the Chinese destined to Cyrstal Falls,Michigan.

Geiser, Anderson, Stoneberg and Stephens have been in Windsor all week; at least Inspector McCabe has seen these four men on the streets of Windsor nearly every day. We are informed that the first two are timid about renewing their operations at Detroit, knowing that they are being closely watched, while Stoneberg and Stephens have been unable to secure men from Windsor. They must necessarily secure their man from Toronto. Henry Latour assisted by some person at present unknown to us, is again active in Chinese smuggling. Information received from ..... O'Donnell is to the effect that the smugglers will temporarily change their base of operations and will work from London, Ontario, by means of freight cars going both east and west.

Irving F. Wilson

GOF-LAS

Acting Inspector in Charge.

~~2038/66~~
2038/37

#3

May 24

May 23, 1914

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

Referring to your file No. 2242/102, I beg to report that I was notified by the Englewood police station, Chicago, on yesterday morning, that they had two Chinese in custody, who were picked up the night before by one of their officers, at Western Avenue and 72nd street.

Inspector Ebey and Interpreter Kan proceeded immediately to the police station, where it was ascertained from the Chinese that they had left Windsor in a freight car Monday night, with four other Chinese. The two in custody were those bound for the Yep Jay laundry Crystal Falls, Michigan. They admitted birth and China and entry without inspection. They gave their names as Yip Tung Poon and Yip Gim Toy alias Yip Moon Lim. Application was made by wire for departmental warrants. Inspector Rost was detailed last night to Crystal Falls to secure the several letters from the Yep Jay laundry which we know have been received lately from Windsor.

The Captain of police had reported only two Chinese arrested, but after the Chinese had stated that four Chinese and a white man were arrested, he phoned to the lieutenant who was on duty the night before and then admitted that four had been taken in on account of the complaint of a white woman that they had tried to hold her up on the street and snatch her handbag. According to the police version the woman failed

to identify two of the Chinese as her assailants and so they were released. The police stated that both of these Chinese had a considerable amount of money. The two who were held had no money. Two of the Chinese were not found by the police. The white man, when arrested was sitting on the curb with two of the Chinese, eating some buns. He was detained only as a witness in the alleged holdup. Although he told the police he was from Detroit, and the Chinese were dirty from their travel in the freight car, and had on several shirts and a sweater beside their ordinary clothing, they say they did not suspect that they were smuggled Chinese or that the white man was a smuggler.

Two officers who could identify the white man and the two Chinese who had been released, were detailed to accompany Inspector Ebey to Chinatown, where the premises at No. 247 W. 22nd street, and afterward all the stores in Chinatown, were searched. They did not find the missing Chinese.

The Captain of police telephoned this morning that the officer who made the arrest had learned that the white man in question was seen to place two Chinese on a car at 71st and western Avenue and tell the conductor to put them off in Chinatown.

If any more of thisbunch is apprehended you will be promptly advised.

(signed) P. L. Prentis.

Inspector in Charge.

Copy respectfully furnished to Inspector Richard H. Taylor, Buffalo, N. Y.

Howard D. Ebey

Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No.

OFFICE OF INSPECTOR IN CHARGE
845 SOUTH WABASH AVENUE
CHICAGO, ILL.

May 23, 1914

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

Referring to your letter of the 20th instant, No. 2242/802, I beg to inclose, herewith, translation of the two documents forwarded by you. The presence of these papers in the box car would indicate that Chinese had travelled in the car, but inasmuch as they were found on Monday, May 18th and the six Chinese did not leave Windsor until Monday night and reached Chicago on the night of Wednesday, May 20th., I believe that the papers were left in the car by another party of Chinese.

(signed) P. L. Prentis

Inspector in Charge.

Copy respectfully forwarded to Immigrant Inspector Richard H. Taylor, Buffalo, N. Y.

Edward A. Ehrey

Immigrant Inspector.

A man with humanity, justice, virtue, propriety, wisdom and truth will be a success, without humanity, justice, virtue, propriety, wisdom and truth he will be a failure. In this world one must be sincere, faithful and honest so that with a thousand of gold he can be trusted. The principle of going abroad is to obtain wealth. One must be ambitious in order to be firm. Be ambitious in whatever you may do in order that other people may not look down on you.

The above phrases every body knows, but I am afraid those with a contracted mind will be stupidfied and those looking from each side will be awake. Therefore, I write these few lines in order to strike the eye and rouse the mind of the youths. Remember it with veneration and regard.

Received from Jeu Cheu brother, in money		$145.00	
Balance on account		5.00	
Total			$150.00
11th month, 5th day paid for expense		40.00	
6th day " " "		5.00	
7th day " " "		5.00	
8th day " " "		15.00	
8th " " " clothing		3.60	
8th " " " expenses		10.00	
8th " " " "		3.90	
8th " " " Pork Association 15 shares at 50¢ per share		7.50	
Total			90/00
Balance			60.00

11th month, 8th day settled in full.

(imprint of red stamp) Jeu Fat Ming, statement.

U. S. DEPARTMENT OF LABOR.

No.2028/36
2028/37.

Immigration Service.

Office of Inspector in Charge,
845 South Wabash Avenue,
Chicago, Ill.

(C O P Y)

May 23, 1914.

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

Referring to your file No. 2242/102, I beg to report that I was notified by the Englewood police station, Chicago, on yesterday morning, that they had two Chinese in custody, who were picked up the night before by one of their officers, at Western Avenue and 72nd street.

Inspector Ebey and Interpreter Kan proceeded immediately to the police station, where it was ascertained from the Chinese that they had left Windsor in a freight car Monday night, with four other Chinese. The two in custody were those bound for the Yep Jay laundry Crystal Falls, Michigan. They admitted birth in China and entry without inspection. They gave their names as Yip Tung Foon and Yip Gim Toy alias Yip Moon Lim. Application was made by wire for deparrmental warrants. Inspector Remt was detailed last night to Crysta Falls to secure the several letters form the Yep Jay laundry which we know have been received lately from Windsor.

The Captain of police had reported only two Chinese arrested, but after the Chinese had stated that four Chinese and a whire man were arrested, phoned to the lieutenant who was on duty the night before and then admitted that four had been ~~the~~ taken in on account of the complaint of a white woman that they had tried to hold her up on the street and snatch her handbag. Asscording to thep police version the woman ~~the~~ failed

to identify two of the Chinese as her assailants and so they were released. The police stated that both of these Chinese had a considerable amount of money. The two who were held had no money. Two of the Chinese were not found by the police. The white man, when arrested was sitting on the curb with two of the Chinese, eating some buns. Hewwas detained only as a witness in the alleged holdup. Although he told the police he was from Detroit, and the Chinese were dirty from their travel in the freight car, and had on several shirts and a sweater beside their ordinary clothing, they say they did not suspect that they were smuggled Chinese or that the white man was a smuggler.

Two officers who could identify thw white man and the tow Chinese who had been released, were detailed to accompany Inspector Ebey to Chinatown, where the premises at No. 247 W. 22nd Street, and afterward all the stores in Chinatown, were searched. They did not find the missing Chinese.

The Captain of police telephoned this morning that the officer who made the arrest had learned that the white man in question was seen to place two Chinese on a car at 71st and Western Avenue ad tell the conductor to put them off in Chinatown.

If any more of this bunch is apprehended you will b e promptly advised.

(Sgd) P. L. Prentiss.
Inspector in Charge.

IN ANSWERING REFER TO
No.----------

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 27 Wired

OFFICE OF INSPECTOR IN CHARGE
848 SOUTH WABASH AVENUE
CHICAGO, ILL.

May 26, 1914

Richard H. Taylor,
Immigrant Inspector,
C/o The Castle Inn,
Buffalo, N. Y.

Referring to the capture of the two Chinese reported in my letter 2038/36-37, of the 23rd instant, and to copy of letter addressed to the Detroit office, forwarded herewith, I believe there is a good chance to bring a conspiracy charge against Harry Latour, Lee Suey Sing, and the proprietor of the Yep Jay laundry, Crystal Falls, Michigan.

We seized at Crystal Falls a large mass of correspondence which has not yet been translated as our interpreter just returned from Detroit. We know, however, that the correspondence contains at least one letter from Lee Suey Sing acknowledging receipt of the money for the smuggling of the Chinese, and stating that the "white devil" would leave Monday night to cross the border and would reach Chicago Wednesday night and deliver the Chinese at the laundry at Crystal Falls. I have talked to the Chines go-between who will handle the case. I have told him that I could promise him nothing but that it would do the Chinese no harm to idetnify the smuggler and testify against him. He said he believed they would be willing to do this.

I would be pleased to learn your views in the matter and to

No. 2.

you make such suggestions as occur to you as to our further action in the case.

Howard A. Ebey

HDE/LSS Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 2242/26-27.

OFFICE OF INSPECTOR IN CHARGE
843 SOUTH WABASH AVENUE
CHICAGO, ILL.

May 26, 1914

Inspector in Charge,
Immigration Service,
Detroit, Mich.

Referring to your file No. 2242/102, and to my letter of the above numbers dated the 23rd instant, I beg to say that I have exhibited the photograph of Harry Latour to the officer who took the two Chinese into custody who were bound for the Yep Jay Laundry, Crystal Falls, Michigan. This officer also arrested a white man with the Chinese. He identifies the photograph as that of the white man he arrested. Another officer of the Englewood station also identifies the photograph. I have exhibited the photograph to the Chinese and they say that it looks like the man who put them in the car. I am confident that they would testify against the smuggler.

Interpreter Kan informs me that you believe you can apprehend Latour if he is identified. I believe that you should take Latour into custody, if possible. From our former experience with him I think he would confess if confronted with the proof. Doubtless we can obtain other witnesses to the fact that he was with the Chinese when arrested.

Please advise us of any action taken.

(Signed) P. L. Prentis

HDE/LSS

Inspector in Charge.

U. S. DEPARTMENT OF LABOR.

Immigration Service.

No. 2028/36-37.

Office of Inspector in Charge,
845 South Wabash Avenue
Chicago, Ill.

(C O P Y)

May 26, 1914.

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

Referring to your file No. 2242/102, and to my letter of the above numbers dated the 23rd instant, I beg to say that I have exhibited the photograph of Harry Latour to the officer who took the two Chinese into custody who were bound for the Wop Jay laundry, Crystal Falls, Michigan. This officer also arrested a white man with the Chinese He identifies the photograph as that of the white man he arrested. Another officer of the Englewood station also identifies the photograph. I have exhibited the photograph to the Chinese and they say that it looks like them man who put them in the car. I am confident that they would testify against the smuggler.

Interpreter Kaniinforms me that you believe you can apprehend Latour if he is identified. I believe that you should take Latour into custody, if possible. From our former experience with him I think he would confess if confronted with the proff. Doubtless we can obtain other witnesses to the fact that he was with the Chinese when arrested.

Please advise us of any action taken.

(Sgd) P. L. Prestiss.
Inspector in Charge.

HDE/LSS

DAY

Western Union Telegraph Co.

Buffalo, N.Y., May 27, 1914.

Immigration,
Detroit, Michigan.

Suggest arrest Harry Latour for conspiracy in Detroit district with Lee Suey Bing and proprietor Yep Jay laundry connection Crystal Falls matter.

TAYLOR.

Attest:

Immigrant Inspector.

1914

7401-C

Form 515 a

May 29'

CONFIRMATION OF TELEGRAM

Department of Commerce and Labor

IMMIGRATION SERVICE

PAID

WESTERN UNION

Office of Inspector in Charge,

Port of Detroit, Michigan,

Richard M. Taylor, Castle Inn,
Buffalo, N.Y.

May 28, 1914.

Answering your telegram Harry Latour. Took him in custody last night. District Attorney here suggests prosecution for conspiracy instituted at Chicao as all witnesses and evidence there. Can hold Latour here until furnished with proper papers from Chicago office for his removal. Suggest you wire Chicago office to secure immediate warrant. Keep me advised.

FRICK

Attest:
(Signed) G. OLIVER FRICK
Inspector in Charge.

0880.

* * * * * * * * * * * * * * *

The above is an official copy of telegram sent this day.

G Oliver Frick
(Name.)

Inspector in Charge.
(Title.)

11—4270

Form 515 a

May 28

CONFIRMATION OF TELEGRAM

Department of Commerce and Labor

IMMIGRATION SERVICE

WESTERN UNION

Office of Inspector in Charge

Chicago, Illinois

Port of May 28, 1914.

Richard H. Wyler,
c/o The Castle Inn,
Buffalo, N. Y.

Will make every effort to locate street car conductor but later information shows that while white man supposed to be later stood in vicinity he said nothing, a strange Chinaman identity unknown having instructed conductor about putting passengers off.

MEMPHIS

Attest:

(Signed) P. L. Prentis

Inspector in Charge.

* * * * * * * * * * * * * * *

The above is an official copy of telegram sent this day.

P. L. Prentis
(Name.)

Inspector in Charge.
(Title.)

c 11—4270

DAY

Western Union Telegraph Co.

Buffalo, N.Y., May 28, 1914.

Immigration,
Chicago, Ill.

Harry Latour in custody Detroit. District Attorney suggests prosecution conspiracy at Chicago as all witnesses and evidence there. Secure warrant for Latour and wire Frick immediately.

TAYLOR.

Attest:

Immigrant Inspector.

1914.

7402-C

May 29.

Inspector in Charge,
Detroit, Michigan,
May 28, 1914.

No.2242/102.

Commissioner of Immigration,
U.S.Immigration Service,
Montreal,P.Q.,Canada.

Under date of May 19th, even number, notice wassent to Chicago, St.Louis,and New York,thatsix Chinese had been brought across the Detroit River, whose destinations were as follows: two to Crystal Falls,Michigan, two to 247 22nd. St.,Chicago, and one to 22 South 8th.St.,St.Louis,and one to 28 Mott St.,New York City, and that it was our opinion that they were in charge of John Geiser and Whitey Anderson. Later we learned that these Chinese were really brought across the Detroit River by one Harry Latour,and another white man whose identity is at present unknown. Under date of May 23,1914, Inspector in Charge Prentis advised me of an arrest made in Chicago,copy of which letter is hereto attached. As Interpreter Edward B.Kan happened to be in Detroit at the time, we received this letter, we furnished him with a photograph of Harry Latour,and asked him to submit same to the police officers, in hopes that they could identify him as the person whom they found with the Chinese at present under arrest. Under date of May 26th,Inspector in Charge Prentis advised me that the police had identified the photograph with the man they had arrested; and also asked me to take Harry La-

tour into custody, if possible. Copy of this letter is also attached.

Inspector McCabe was directed on May 27th, to watch for Harry Latour, and should be be seen in the United States to take him into custody. On the evening of May 27th. Latour was seen by Inspector McCabe crossing from Windsor to Detroit, on the Detroit & Windsor Ferry. He was detained and upon my advice was placed in Police Headquarters. Later in the evening I received the following telegram from Inspector Richard H. Taylor:

> "Suggest arrest Harry Latour for conspiracy in Detroit district with Lee Suey Sing and proprietor Yep Jay laundry connection Crystal Falls Matter."

This morning all the facts were placed before U.S. District Attorney Webster, together with the contents of Inspector's telegram, and acting on Attorney Webster's advice I telegraphed as follows to Inspector Taylor:

> "Answering your telegram Harry Latour. Took him in custody last night. District Attorney here suggests prosecution for conspiracy instituted at Chicago as all witnesses and evidence there. Can hold Latour here until furnished with proper papers from Chicago office for his removal. Suggest you wire Chicago office to secure immediate warrant. Keep me advised."

As yet no reply has been received to this telegram; but it is presumed that the Chicago office will swear out a warrant of arrest, after which proceedings will be instituted at Detroit for the removal of Latour to Chicago for prosecution. In the meantime Latour is being held

by the Detroit police, at our request, but should effort be made to release him from the custody of the police, Attorney Webster advises me that he will immediately take steps to secure his detention.

You will be kept fully advised of this matter.

(Signed) G.OLIVER FRICK

GOF-LAS Inspector in Charge.

Mr.Richard H.Taylor,
Immigrant Inspector,
Buffalo,N.Y.

For your information and file.

G Oliver Frick
Inspector in Charge.

IN ANSWERING REFER TO
No.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 30

OFFICE OF INSPECTOR IN CHARGE
848 SOUTH WABASH AVENUE
CHICAGO, ILL.

May 29, 1914

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

Referring toyyour letter of the 28th instant, No. 2242/102, I beg to say that I have conferred with the United States Attorney in regard to the instituting of proceedings against Harry Latour, looking to his removal to this jurisdiction. Warrant was issued by U. S. Commissioner Foote for Latour, and forwarded today to the United States Attorney, Detroit. If Latour waives examination he can doubtless be removed to Chicago immediately but if he demands a hearing we will have to bring the witnesses to Detroit.

Kindly advise me as soon as possible what action is taken.

(orp) P. L. Prentis

Inspector in Charge.

Copy to Immigrant Inspector Richard H. Taylor, Buffalo, N. Y.

Edward A. Shaw

Immigrant Inspector.

(COPY)

Buffalo, N.Y., May 28, 1914.

Western Union Telegraph Co.

Immigration,
Washington, D.C.

Harry Latour arrested Detroit charge conspiracy. Will remove him Chicago for trial.

TAYLOR.

June 2
14214 O

Inspector in Charge,
Detroit, Michigan,
May 30, 1914.

No. 2242/102.

Inspector in Charge,
U.S. Immigration Service,
Chicago, Illinois.

Receipt is acknowledged of the following telegram:

"Chicago, Ill. 29.

IMMIGRATION SERVICE
DETROIT MICH

CONSULTING WITH UNITED STATES ATTORNEY REGARDING PROSECUTION HERE LATOUR WILL ADVISE DECISION LATER SECURE IMMEDIATELY AND FORWARD STATEMENT LATOUR INFORM HIM IDENTIFIED BY POLICE OFFICERS AND SALOONKEEPER WHERE HE AND CHINAMEN GOT DRINK BEER BLOCK FROM WABASH YARDS

PRENTIS."

Not having received any further advice regarding this matter at 4 P.M., May 29th, the writer swore to a complaint before U.S. Commissioner J. Stanley Hurd, charing Henry Latour with a viblation of Section 11 of the Chinese Exclusion Laws in having smuggled into the United States Yip Tung Poon, and Yip Gim Toy, alias Yip Noon Lim, on the night of May 18th. He was immediately arraigned and requestd a hearing, which was set for 9:30 A.M., June 9, 1914, bail being fixed in the sum of $2000., which the defendant was unable to furnish, and he was committed to the Wayne County Jail, De-

troit, Michigan, for safekeeping.

This action was taken only to secure the lawful detention of Henry Latour, until the arrival of the proper papers from Chicago, after which these proceedings will be dropped.

As per your request, I also enclose statement of Henry Latour.

(Signed) G.OLIVER FRICK
Inspector in Charge.

GOF-LAS

Mr.Richard H.Taylor,
Castle Inn,
Buffalo,N.Y.

For your information and file.

G Oliver Frick
Inspector in Charge.

Detroit, Michigan,

May 29, 1914.

SWORN STATEMENT OF HENRY LATOUR, made under oath to Immigrant Inspector James McCabe, at Police Headquarters, Detroit, Michigan, relative to smuggling of Yip Tung Poon; Yip Gim Toy, alias Yip Moon Lim; and two other Chinese aliens, names unknown at Chicago, Illinois on May 18, 1914.

INSPECTOR McCABE TO HENRY LATOUR:

You are advised that any statement you make may be used agianst you in a trial. A. I wasn't in Chicago or had anything to do with the smuggling of any Chinese on the date mentioned. I haven't been in Chicago for over ten months.

You are advised that you have been identified by photograph by a police - man who arrested you and the Chinese on the above date? A. I deny that.

You are also informed that you have been identified by a saloon man by photo, who says you and the Chinese were in his saloon on thatx date about a block from the Wabash yards. A. I deny such statement.

Q. How long ago is it since you were arrested and convicted in Chicago for Chinese smuggling? A. About February 12.

Q. What year? A. That doesn't concern this case.

Q. Have you anything you wish to say? A. I am innocent.

Q. Where were you on the date it is alleged you were arrested in Chicago? A. Working on my boat in Windsor.

Q. Have you any witnesses to prove it? A. You will leave that out for the present; that tells everything.

(Signed) Henry Latour.

Subscribed and sworn to before

me this 29th dayoef May, 1914,

at Detroit, Michigan.

James McCabe

U.S. Chinese Immigrant Inspector.

Saloons Jew 2 ✓

Inspector in Charge,
Detroit, Michigan,
May 30, 1914.

No.2242/102.

Inspector in Charge,
U.S.Immigration Service,
Chicago,Illinois.

If you will send this office photographs of Chinese aliens Yip Tung Poon, and Yip Gim Toy, alias Yip Moon Lim, arrested at Chicago, we will endeavor to have them identified as having been seen in Windsor, Ontario.

(Signed) G.OLIVER FRICK

LAS Inspector in Charge.

Mr.Richard H.Taylor,
Castle Inn,
Buffalo,N.Y.

For your information and file.

G Oliver Frick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No.----------

June 1

OFFICE OF INSPECTOR IN CHARGE
845 SOUTH WABASH AVENUE
CHICAGO, ILL.

May 30, 1914

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Referring to your telegram of the 27th instant stating that the Detroit office had been instructed to apprehend Latour and charge conspiracy with Lee Suey Ging and the proprietor of the Yep Jay laundry, and your telegram of the 28th instant, stating that Latour had been arrested in Detroit and the U. S. Attorney, Detroit, suggested prosecution for conspiracy at Chicago, I beg to report that I have laid the case before the U. S. Attorney here, and after considering the situation, he decided to institute prosecution against Henry Latour for violation of section 11 , Chinese exclusion laws, Act of 1884. He decided upon this course as a temporary measure to secure the removal of Latour to Chicago. Complaint was sworn to by me and the warrant, after having been returned unexevuted by the U. S. Marshal, Chicago, was forwarded to the U. S. Attorney at Detroit.

At the present writing the case stands as follows:

The smuggled Chinese, Yip Tung Foon and Yip Gim Toy alias Yip Moon Lim, have admitted that they are alien Chinese and that they were put in a freight car at Windsor, Canada, on the night of Monday , the 18th instant by a white man who agreed to let them out in Chicago. They say he did not let them out but they finally broke out of the car. They deny that they are bound for Crystal Falls, Michigan. They admit that they came to

Chicago in the freight car. This is the substance of their statements to me which were signed and sworn to, but of course were not made in the presence of the defendant, Latour.

We can prove that about 8:30 o'clock on the evening Latour and the Chinese were arrested, the two Chinese in custody entered a saloon at 74th St. and Western Ave., one block from the Wabash yards, which saloon is conducted by Joseph Wroblewski. The Chinese asked Wroblewski for a drink of water. Before he had given them the water, Latour entered and asked for a glass of beer. He asked why the Chinese did not drink beer instead of water, and one of them said he had no money. Latour then remarked that the Chinese race or class of people had been good to him and he would pay for their beer, which he proceeded to do. He and the Chinese left the saloon together. (The photograph of Latour has not yet been shown to Wroblewski, but from the identification by the police officers and the saloon-keeper's description of the white man, their is no doubt of his being Latour.) Later in the evening Latour was found seated on the curb in front of a grocery at 71st St. and Western Ave., with the two Chinese in custody, eating some buns which he had purchased in the grocery. When arrested he gave his name as Kraemer and said he came from Detroit, and was looking for work. Krs. Anna Spain identifies the two Chinese we have under arrest as the ones who tried to hold her up at or near 70th St and Western Avenue, about 7:30 in the evening. Latour was not with the Chinese when she saw them.

After the police arrived on the scene, two other Chinese came along the street, and the police took them into custody, but afterward released them. The police report that a Mr Thompson, who lives next door to Mrs. Spain on Maplewood Ave., near 72nd St., saw two Chinese board a car at 71st and Western Ave., and ask to be let off at Chinatown. A white man

was standing near the car, who is believed to be Latour. I called to see Mr. Thompson on Friday but did not find him home. He is a driver for the India Tea Co. He will be interviewed, and through him a further effort madé to locate the street car conductor who took the two Chinese to Chinatown, early next week.

To prove that the two arrested Chinese were going to Crystal Falls, Michigan, we can show that the saloonkeeper Wrob;ewski asked them where they were going. One of them said, in the presence of Latour, that they were going to a town in Michigan, the name of which he could write. The saloonkeeper gave him a piece of wrapping paper on which he wrote the address of a town in Michigan. I found the paper in the pocket of one of the Chinese, bearing the writing"Yip Jay P. O. Box 426, Crystl Fall Michigan". The other Chinese wrote the same address for Interpreter Lan when I sent him down to interview them before taking their statements.

To prove the connection of the proprietor of the Yep Jay laundry with the conspriacy, we have a letter in Chinese signed by the ~~xxxx~~ two Chinese in custody with the names they now give, announcing their arrival at Lee Suey Sing's place on April 28th. The letter bears the stamp" S.S.Frank Co. Chinese Merchandise 59 Sandwich St. E. Telephone 1010 Windsor Ont Can." It is addressed to Gin Fay, uncle, which is undoubtedly the true name of the proprietor of the Yep Jay laundry. ~~xxx~~ We also have a letter signed Suey Sing, dated May 20th, acknowledging receipt of $20 to be delivered to "the two persons" and saying the "two persons" will start Monday night, arrive Chicago Wednesday, and"maybe the "devil boy" will take them to your place, but not certain". He says further "As to the $20 I will place it in your account." We found in the crystal Falls laundry receipt for a money order for $20 dated May 18th. The postmasters records show that the money order was sent to S.S. Frank Co. Windsor Ont.

There is a fourth member of the conspiracy who will undoubtedly have to be joined in the prosecution. He is one Yip Ging Wo, of Rochester, Minn. A letter from him, addressed to Ging Fay, younger brother, dated April 19, 1914, was found in the laundry at Crystal Falls. It acknowledges receipt of a letter from Ging Fay and says"I noted what you state about Gim Toy (one of our arrested Chinese) crossing over to the United States. I have not much money on hand at present. I have now $100 and I am sending it to you through a bank. Please receive accordingly and succeed in doing this good deed. But I hope that what ever you do, you will get the safest way to avoid the sorrow of the future." The letter was registered and contained the uncashed draft for $100. The letter was in the proprietor's safe. It was registered No. 3091, and had the return card "Ah Sing, 321 S. Main St., Rochester, Minn."

I believe the case is a strong one, except upon the question of their importation from Windsor by Latour. Frank Moy, the Chinese go-between who is handling the case for the Chinese, has informed me that he believes the Chinese will testify against Latour. This testimony, while given without promise of reward, would doubtless necessitate the dismissal of the deportation cases against the Chinese. While the Chinese will, I believe, testify against Latour, I do not believe they will testify against the ir relatives at Crystal Falls and Rochester. On this account the charge of smuggling was made against Latour only. It is planned, when he is removed to Chicago(or in Detroit if it becomes necessary to takethe witnesses to Detroit in the removal proceedings) to have the Chinese make a written statement in his presence, out of court, to the effect that he put them into the freight car and removed them therefrom after they reached Chicago. We can then use the statement in the conspiracy proceedings, even if the Chinese refuse to testifyfor the government and against the defendants.

We have requested the Detroit office to secure a statement from Latour, confronting him with the facts against him and his identification by the Chicago police, which statement has not yet been received.

The proprietor of the Yep Jay laundry came to Chicago with an attorney, who visited this office, and inquired in regard to the search of the laundry. The Chinaman has returned to his laundry. Doubtless he and the man at Rochester can be apprehended whenever desired.

I believe the course I have outlined is the only one open if a conspiracy prosecution is to instituted. If you have a different plan, please advise, and we will use our best efforts to carry it into effect.

Kindly indicate whether, when an effort is made to arrest the Chinaman at Rochester, an officer from Chicago should go to Rochester, or the matter be referred to the Minneapolis office.

There has been a decision rendered by the Supreme Court (232 U. S. 383, advance sheets) with which you are doubtless familiar. It provides that papers siezed without warrant from a person's house in his absence must be returned if demanded before trial, or their introduction in evidence will constitute reversible error. I believe we will get around the decision by reason of the fact that the proprietor was in the laundry during the search and did not object thereto.

Howard A. Shea

Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No.

OFFICE OF INSPECTOR IN CHARGE
848 SOUTH WABASH AVENUE
CHICAGO, ILL.

June 2, 1914

Richard H. Taylor,
Immigrant Inspector,
C/o The Castle Inn,
Buffalo, N. Y.

Referring to the case of Henry Latour, and others, I beg to say that the Detroit office in response to our request secured a statement from Latour denying the charge. Copy of the statement is inclosed herewith.

Yesterday I exhibited to the saloon keeper Wroblewski photographs of the two Chinese Yip Tung Foon and Yip Gim Toy, and that of Latour; he identified them as the photographs of the Chinamen and the white man who were together in his saloon. I also exhibited the photographs to Mrs. Oscar Gustafason, wife of the proprietor of the grocery store on Western avenue between 71st and 72nd street. This is the grocery in which Latour bought bakery stuff for the Chinese. This woman identified the photographs as those of the white man and the Chinamen who were in the store on the evening of their arrest by the police. I have interviewed H. M. Thompson of 7216 North Maplewood avenue. He is the man who is alleged to have seen two Chinese board the car at 71st and Western avenue. He states that about eight o'clock on the evening in question he boarded a Western avenue car at 71st street; that two well dressed Chinese also boarded the car and asked the conductor to let them off at Chinatown; that they told the conductor that they had walked from Blue Island, a distance of seven or

No. 2.

eight miles; that no white man boarded the car with them or was seen by Thompsen in the vicinity of the car.

I presume that Detroit has advised you that Latour is held on two thousand dollar bond and the case set before the U. S. Commissioner for June 9th.

Howard D. Ebey

Immigrant Inspector.

HDE/LSS
Incl. 43761

Detroit, Michigan,

May 29, 1914.

SWORN STATEMENT OF HENRY LATOUR, made under oath to Immigrant Inspector James McCabe, at Police Headquarters, Detroit, Michigan, relative to smuggling of Yip Tuhg Foon; Yip Gim Toy, alias Yip Moon Lim; and two other Chinese aliens, names unknown at Chicago, Illinois on May 18, 1914.

INSPECTOR McCABE TO HENRY LATOUR:

You are advised that any statement you make may be used agianst you in a trial. A. I wasn't in Chicago or had anything to do with the smuggling of any Chinese on the date mentioned. I haven't been in Chicago for over ten months.

You are advised that you have been identified by photograph by a policeman who arrested you and the Chinese on the above date? A. I deny that.

You are also informed that you have been identified by a saloon man by photo, who says you and the Chinese were in his saloon on that date about a block from the Wabash yards. A. I deny such statement.

Q. How long ago is it since you were arrested and convicted in Chicago for Chinese smuggling? A. About February 12.

Q. What year? A. That doesn't concern this case.

Q. Have you anything you wish to say? A. I am innocent.

Q. Where were you on the date it is alleged you were arrested in Chicago? A. Working on my boat in Windsor.

Q. Have you any witnesses to prove it? A. You will leave that out for the present; that tells everything.

(Signed) Henry Latour.

Subscribed and sworn to before

me this 29th dayoef May, 1914,

at Detroit, Michigan.

James McCabe

U.S. ~~Chinese~~ Immigrant Inspector.

Inspector in Charge,
Detroit, Michigan,
June 8, 1914.

No. 2242/102.
CW.

Inspector in Charge,
U.S. Immigration Service,
Chicago, Illinois.

Referring to the case of Yip Tung Poon and Yip Gin Toy, alias Yip Moon Lin, arrested with Henry Lafour on May 22, 1914, at Chicago, we have information that Albert (Birny) Ouellette was with Latour on the above date, and assisted in the smuggling of the above-mentioned Chinese from Canada.

I enclose herewith a photo of Ouellette, which you will please return as soon as it has served its purpose If you are satisfied that you have sufficient evidence to convict Ouellette, we will endeavor to arrest him if you desire. You will please note the description as to his missing fingers.

(Sgd) G. Oliver Frick.

Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Copy for your information and file.

G Oliver Frick
Inspector in Charge.

Inspector in Charge,

Detroit, Michigan,

No.3242/102.
GW.

June 3, 1914.

Inspector in Charge,
U.S.Immigration Service,
Chicago, Illinois.

Referring to your letter, No. 2038/36-37, dated June 1, 1914, enclosing photos of Yip Tung Poon and Yip Gim Toy, alias Yip Moon Lim, arrested at Chicago on May 22, 1914 with Henry Latour, I have to advise you that Inspector James McCabe identifies Yip Gim Toy, alias Yip Moon Lim as a Chinese who was arrested in Windsor, Ontario with Frank Lee (alias Suey Sing), and three others on the night of May 14, 1914, charged with frequenting a place where opium was being smoked. All parties were fined.

Yip Tung Poon was seen in Windsor by Inspector McCabe about the same date. Enous Vanderlander, a police officer, who assisted in the arrest of the Chinese in Windsor, will identify Yip Gim Toy and if you subpoena him, mail the summons to this office and we will deliver it.

The photos referred to are returned herewith.

(Sgd) G. Oliver Frick.
Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Copy for your information and file.

G Oliver Frick
Inspector in Charge.

Form 551

INCLOSURE 43761

FROM
U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Port of ---------- 11—1495

EPARTMENT OF LABOR
MIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
848 SOUTH WABASH AVENUE
CHICAGO, ILL.

June 4, 1914

Inspector in Charge,
Immigration Service,
Detroit, Mich.

Referring to your letters No. 3242/102, of the 3rd instant, I note that Inspector McCable is able to identify Yip Tung Poon and Yip Gim Toy, alias Yip Moon Lim, as Chinese he has seen in Windsor; also that police officer Vanderlander is able to identify Yip Gim Toy.

We have no evidence implicating Albert (Birny) Ouellette in the smuggling of the above mentioned Chinese. We have a photograph of Ouellette in our files. Your photograph of this man is returned herewith.

According to our last information from you Latour had been arrested on complaint of your office, bond fixed at $2,000.00, and the case continued to the 9th instant, this action being taken only to secure the lawful detention of Latour until the arrival of proper papers from Chicago. It was our understanding in forwarding complaint and warrant issued in this district, that removal proceedings would be instituted thereon, but no advice to that effect has been received.

In talking the case over further with the United States attorney to-day, he has decided that our best plan is to present the case to a Chicago grand jury and secure the removal of Latour upon an indictment.

IN ANSWERING REFER TO
No. 2022/36

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
848 SOUTH WABASH AVENUE
CHICAGO, ILL.

June 4, 1914

Inspector in Charge,
Immigration Service,
Detroit, Mich.

Referring to your letters No. 2242/102, of the 3rd instant, I note that Inspector McCable is able to identify Yip Tung Poon and Yip Gim Toy, alias Yip Moon Lim, as Chinese he has seen in Windsor; also that police officer Vanderlander is able to identify Yip Gim Toy.

We have no evidence implicating Albert (Birny) Ouellette in the smuggling of the above mentioned Chinese. We have a photograph of Ouellette in our files. Your photograph of this man is returned herewith.

According to our last information from you Latour had been arrested on complaint of your office, bond fixed at $2,000.00, and the case continued to the 9th instant, this action being taken only to secure the lawful detention of Latour until the arrival of proper papers from Chicago. It was our understanding in forwarding complaint and warrant issued in this district, that removal proceedings would be instituted thereon, but no advice to that effect has been received.

In talking the case over further with the United States attorney to-day, he has decided that our best plan is to present the case to a Chicago grand jury and secure the removal of Latour upon an indictment.

He takes this view because if Latour insists upon a hearing in removal proceedings before the Commissioner, we will be compelled to take all of our witnesses to Detroit, whereas if his removal is upon an indictment, we would be compelled only to establish his identity. The United States attorney suggests that a continuance be secured when your case come up on the 9th instant because he desires plenty of time to handle the matter before the grand jury. Inspector Ebey has two habeas corpus cases for the 9th instant before the district court here, and a deportation hearing set for that date, so that it is important that a continuance be secured. Please advise what action you take in this regard.

(Signed) P. L. Prentis

HDE/LSS
Incl. 43763

Inspector in Charge

Official copy respectfully furnished Richard H. Taylor, Immigrant Inspector, Buffalo, N. Y. for his information and file.

Howard D. Ebey
Immigrant Inspector.

#44

Buffalo, N.Y., May 21, 1914.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Can you arrange a plan, or suggest some way by which same can be arranged, whereby all conductors will report either to you directly or through the station master at Windsor whenever Chinese are brought into that City? Please suggest a plan by which such information could be obtained concerning arrivals at London; probably the U. S. Customs Inspector at the latter place could arrange with some of the railroad officials or conductors to furnish this information.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT

309.A

Aus

Department of Commerce and Labor
U. S. IMMIGRATION SERVICE

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan.

No.1683. May 22, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N.Y.

In reply to your letter without number, dated May 21, 1914, you are advised that all trains arriving at Windsor, Ontario, are met by an inspector attached to this office, who always reports the arrival of incoming Chinese, copy of such report being submitted to Mr. Clark, and also to Inspector in Charge Landis.

Aus 23 Send [illegible]

Concerning the arrivals at London, Ontario, I understand that the immigrant inspectors from the Port Huron office daily visit London; and I presume that Inspector in Charge Coe could make some arrangements whereby all incoming Chinese could be reported to his inspectors.

Aus 23 Send [illegible]

G. Olcott Frick
Inspector in Charge.

GOF-LAS

No. 309-B. Buffalo, N.Y., May 23, 1914.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Receipt is acknowledged of your letter No. 1683, dated May 22, 1914, advising that all trains arriving at Windsor, Ontario, are met by inspectors attached to your office who report arrival of incoming Chinese."

As part of a general plan to keep track of the movement of all Chinese towards the border, you are requested to furnish me immediately upon receipt thereof, all information concerning the arrival of Chinese at Windsor.

Sig. Richard H. Naylor,

Immigrant Inspector.

RHN-IT.

Official copy respectfully forwarded to the Bureau and Commissioner of Immigration, Montreal.

Immigrant Inspector.

No. 309-B

Buffalo, N.Y., May 24, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Reports just received show that an average of ten (10) green Chinese leave Toronto weekly for London. Am sending an officer to latter city to verify this information and arrange for informant to keep the Port Huron office advised of all arrivals at London either directly or through inspectors who go to latter place to meet trains.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT

Official copy respectfully forwarded to the Bureau, Commissioner of Immigration, Montreal, Canada and Inspector in Charge at Port Huron.

Immigrant Inspector.

3 Sep. D
May 28

PAID #5

WESTERN UNION

Inspector in Charge,
Detroit, Michigan,
May 26, 1914.

U.S. Immigration Service,
Chicago, Ill.

Chinaman got on M.C. train No. 37 Ann Arbor for Chicago.

FRED W. ARNDT
Immigrant Inspector.

Attest:
(Signed) G. OLIVER FRICK
Inspector in Charge.

0880.

(Signed) G. OLIVER FRICK
Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N.Y.

For your information and file.

G. Oliver Frick
Inspector in Charge.

May 30

#6

Inspector in Charge,
Detroit, Michigan,
May 29, 1914.

No. 2242/102.

Sheriff,
Monroe County,
Monroe, Michigan.

Sir:

I have just been advised that one William Finley and Roy Kett, residents of Amherstburg, Ontario, were recently seen with three Chinamen, and were overheard to report that they intended taking them to Monroe, Michigan. Finley is proprietor of a pool room at Amherstburg, and also owns a fast launch.

Believing that with this information your officers will be able to make another important capture of Chinese smugglers, I would greatly appreciate any assistance which you can render us.

Respectfully,
(Signed) G. OLIVER FRICK
Inspector in Charge.

GOF-LAS

Mr. Richard H. Taylor, Immigrant Inspector,
Castle Inn,
Buffalo, N.Y.

Copy for your information and file.

G Oliver Frick
Inspector in Charge.

Wrote 309-D May 31

309-D May 28

#7

PAID

WESTERN UNION

Inspector in Charge,
Detroit, Michigan.

May 26, 1914.

Immigration Service,
Buffalo, N.Y.

Information that two left Windsor for New York via Michigan Central freight tonight.

McCABE.

Attest:

(Signed) G. OLIVER FRICK
Inspector in Charge.

ABOVE NOT TO BE SENT CONFIRMING TELEPHONE MESSAGE

Wrote A—
Later time
We learn—
more information

(Signed) G. OLIVER FRICK
Inspector in Charge.

Mr. Richard H. Taylor, Immigrant Inspector,
Buffalo, N.Y.

For your information and file.

G. Oliver Frick
Inspector in Charge.

No. 309-D. Buffalo, N.Y., May 30, 1914.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Under date of May 26, 1914, Inspector McCabe wired the Inspector in Charge at Buffalo:

"Information that two left Windsor for New York via Michigan Central freight tonight."

In view of the large number of trains to which this information might apply, at the suggestion of Inspector in Charge Landis it is requested that, whenever possible, more detailed information be furnished, such as the number of the train, or the approximate time of its departure from Windsor.

Recent reports indicate movement of Chinese to Walkerville. What information have you relative to that end of the situation?

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

June 2

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No.2242/102. June 1, 1914.

Mr.Richard H.Taylor,
Immigrant Inspector,
Buffalo, N.Y.

In reply to your letter No. 309-D, dated May 30, 1914, asking that more detailed information be furnished when telegraphing information that Chinese are to be smuggled by means of freight trains, you are advised that we endeavor to furnish all information in our possession at the time of telegraphing our different offices.

You will understand that whenever our informant states that freight trains are to be used from Detroit, he is unable to give the railway line used, or the car number, and we therefore are obliged to open all cars in three different freight yards, in order to locate the Chinese.

G Oliver Frick

GOF-LAS Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#8

June 2 ✓

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No.1683. June 1, 1914.

Mr.Richard H.Taylor,
Immigrant Inspector,
Buffalo,N.Y.

The following is a summary of the work performed and information received in Chinese matters at this station for the week ending May 30,1914:

May 24th:
Inspector McCabe searched freight cars in Wabash Railway freight yards,Detroit,having learned that an attempt to smuggle four Chinese to Chicago,via that route,had been made the preceeding night. No results. This information communicated to Chicago and Toledo offices.

May 25th:
Jin Foon,arrested by Inspector McCabe at Ypsilanti, Michigan,on March 5,1914,was today ordered deported by U.S.CommissionerJ.Stanley Hurd,but appealed to the U.S.District Court.

May 26th:
Willie Pang phoned about 10:30 P.M.,that two Chinese destined to New York had left Windsor. Said he understood they were to go by Michigan Central freight train. Advised offices at different points to be on lookout for these parties. Also notified the Detroit & Cleveland Steamship Co. to report by wireless to the Immigration Office at Cleveland,should they have any Chinese aboard.

May 27th:
About 3 A.M.received a telephone message from George Renner,Sheriff of Monroe County,Monroe,Michigan,which is about 35 miles south of Detroit,on the direct road to Toledo,Ohio,that the police had arrested three white men and two Chinese,in an automobile,and asking whether he would hold the chauffeur and auto. Directed

him to hold entire party,and notified him that we would come to Monroe on the first car in the morning. Inspector McCabe and myself left for Monroe at 7:30 A.M. We learned that the smugglers were John Geiser, and William "Whitey",Anderson,who have been most active smugglers in this district lately,and both have been convicted ,the former several times,and Anderson once. The chauffeur was one Walter Wilcox,unknown to this office. Chinese were Ing Bow and Ing Nom. Entire party was conveyed to Detroit. Warrants secured before U.S.Commissioner for the white men,and Department Warrants were secured the the Chinese. The Chinese admitted at the hearing to Interpreter Edward B. Kan that they were smuggled in from Windsor on the night of May 26th. (Attention is called at this time to the valuable assistance rendered by Interpreter Kan in this case,as well as in others,it being my opinion that only through his instrumentality were we enabled to get a complete confession from these Chinese,as they had previously set up a claim of being native born.) Received information from Chicago office that Henry Latour was identified by photograph sent to Chicago by this office, as the man who was arrested at Chicago by police in company with four Chinese,on May 21st., and later released with two Chinese,by the police. Directed Inspector McCabe to detain Latour upon sight, and report to me. At 9 P.M.,McCabe found Latour coming from Windsor on the Detroit & Windsor Ferry, and he was instructed to request the police to detain him until formal warrant could be secured. Later received your telegram suggesting the arrest of Latour.

May 28th:

Received telephone communication that three Chinese were smuggled into the United States atthis point destined to Bloomington,Joliet,Illinois,and St.Louis,Missouri. Informant refused to state who he was, Although the communication was anonymous,theinformation was furnished to the Chicago and St.Louis offices. Also advised by Willie Pang that two Chinese had left Windsor,one for 9016 Superior St.,Cleveland,and one for 63 Summit St.,Brooklyn, N.Y. Telephoned this information to Cleveland office, and wired New York office this information. These Chinese were removed from Frank Lee's place in Windsor by other Chinese,and up to the present we have been unable to learn who the white smugglers were..

May 29th:
On account of delay in receiving proper warrant from Chicago office for Latour, it was necessary for me to swear to complaint and secure warrant from U.S.Commissioner in this district, as police were unable to longer hold Latour. Was later advised by Chicago that formal warrant had been issued and forwarded to U.S. District Attorney, Detroit. Three Chinese arrested by Inspector McCabe at ~~Six~~ Jackson, Michigan on March 9, 1914, were ordered deported by U.S.Commissioner Hurd. All cases appealed to the U.S.District Court.

May 30th:
Willie Pang informed Inspector McCabe that four Chinese had returned from Frank Lee's place to Toronto, in view of recent arrests, and that but one Chinese, destined to 14 Oll St., New York, was now in Frank Lee's place in Windsor.

Information secured from Windsor, from various sources is that the Chinese smuggling gang have been greatly disconcerted by arrests of Anderson, Geiser and Latour, and that for the present they intend chinging their place of operation to London, Ontario. This will undoubtedly be only temporary.

Willie Pang states that he is also willing to proceed to Toronto and Hamilton and secure same information which he has been furnishing us, in hopes of learning how the Chinese are being smuggled through other ports. Says he will do this provided his actual expenses are paid, in addition to salary he is now receiving.

G. Olivier Frick

GOF-LAS

Inspector in Charge.

#10

May 30

Inspector in Charge,
Detroit, Michigan,
May 29, 1914.

No. 2242/102.

Inspector in Charge,
U.S. Immigration Service,
Cleveland, Ohio.

Confirming my long distance telephone message of this date, you are advised that our informant stated that two Chinese were brought across from Windsor, last night, destined as follows: one to 9016 Superior St., Cleveland, Ohio, and one to 63 Summit St., Brooklyn, N.Y.

My informant was unable to state who the smuggler was, other than that he was a stranger. Neither could he give me any information as to what route would be used to convey these Chinese to their destinations. You are advised Chinese Inspector in Charge Sisson was notified of this attempt at smuggling by telegraph.

(Signed) G.OLIVER FRICK

GOF-LAS

Inspector in Charge.

Mr. Richard H. Taylor,
Castle Inn,
Buffalo, N.Y.

For your information and file.

G Oliver Frick
Inspector in Charge.

my. my 30 ✓

WESTERN UNION

PAID

Inspector in Charge.

Detroit, Michigan.

May 29, 1914.

Chinese Inspector in Charge,
17 State St.,
New York City.

One boy brought across last night destined sixty-three Summit Street Brooklyn, N.Y. Unable to furnish route travelled.

FRICK

Attest: (Signed) G.OLIVER FRICK

Inspector in Charge.

0880.

Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N.Y.

For your information and file.

G. Oliver Frick

Inspector in Charge.

Inspector in Charge,
Detroit, Michigan,
June 3, 1914.

No. 3242/102.
CW.

H. R. Sisson,
Chinese Inspector in Charge,
17 State Street,
New York, N. Y.

In reply to your letter, No. 3645/166, dated June 2, 1914, regarding the Chinese boy who was smuggled into the United States at this office, destined to 63 Summit Street, Brooklyn, you are advised that if you succeed in locating the Chinese in question and have him photographed, I will have the photograph shown to our inspectors in the hope that they will identify him as having been seen in Canada.

In giving you the information it was hoped not only that you would be able to arrest the Chinese, but, in giving the address, you would be able to arrest the smuggler when he is delivering the Chinaman.

(Sgd) G. Oliver Frick.
Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Copy for your information and file.

G Oliver Frick
Inspector in Charge.

June 6

Inspector in Charge,
Detroit, Michigan,
June 6, 1914.

No. 2242/102.
CW.

Inspector in Charge,
U.S. Immigration Service,
Cleveland, Ohio.

In reply to your letter, No. 1539/12, dated June 3, 1914, enclosing photograph of Chan Foo Lin, alias Frank Chan, recently arrested at the laundry, located at 9016 Superior Avenue, Cleveland, upon information furnished by this office, you are advised that Immigrant Inspector Alfred C. Chatfield identifies this photograph as that of a Chinese person, whom he saw in Windsor, Ontario. This information was today furnished to you by telegraph, as per request. Find photograph enclosed.

(Sgd) G. Oliver Frick.
Inspector in Charge.

Mr. Richard H. Taylor,
U.S. Immigration Service,
Buffalo, N. Y.

For your information and file.

G Oliver Frick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

28 cases June 4 June 11

OFFICE OF Inspector in Charge.
PORT OF Detroit, Michigan.

No. 1683.
CW.

June 9, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Information received this morning from ------? O'Donnell, in reference to the two Chinese which were smuggled into the United States, one being destined to 9016 Superior Street, Cleveland, Ohio, and one to 63 Summitt Street, Brooklyn, N. Y., which information has already been furnished you as well as Inspector in Charge at Cleveland and New York, is that these two men were smuggled into the United States by "Bemy" Ouellette, who took the Chinese to London, where he loaded them into a freight car, which entered the United States at Niagara Falls, N. Y. He then met the car at some point between Niagara Falls and Buffalo, where he liberated his smuggled goods, leaving the New York man at a Chinese place in Buffalo, while he conveyed the other Chinese to Cleveland. He was assisted in his effort by another white man, whose identity is at present unknown, and we are informed that this person went through to New York with his man. My informant states that she will endeavor to secure the address of the Chinese place in Buffalo where these Chinese are kept over-night, and will also endeavor to learn the name of the white man who is assisting Ouellette.

My informant also states that from Buffalo Ouellette telegraphed to Frank Lee, at Windsor, requesting him to telegraph him ten dollars to

some small town outside of Buffalo, and undoubtedly if you will make a search of the telegraph records in Buffalo, information which is contained in the telegram will be of assistance to you.

G. Oliver Frick

Inspector in Charge.

No. 309-E. Buffalo, N.Y., June 11, 1914.

Inspector in Charge,
Chinese Bureau,
17 State St.,
New York City.

Reference being had to your No. 2645/166, please advise what arrangements were made to intercept the Chinese destined to 63 Summit St., Brooklyn, New York. For your information would state that the Chinese who was brought across with the one destined to the above number was apprehended after delivery to his destination in Cleveland, which thoroughly establishes the correctness of the information sent by the Detroit office.

Attention is invited to the fact that you did not furnish me with copy of your letter No. 2645/166, dated June 2, 1914, addressed to the Inspector in Charge at Detroit upon the above subject.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

No. 309-D. Buffalo, N.Y., June 14, 1914.

Inspector in Charge,
U. S. Immigration Station,
Detroit, Michigan.

Reference being had to your No. 1688/C.W., dated June 9, 1914, regarding the Ouellette-Frank Lee telegram, beg to advise that no such message was sent from either of the telegraph offices in Buffalo between the dates mentioned, May 28 and June 4, 1914; suppose you try to arrange through some of your Windsor friends to get a copy of the message either from the telegraph people or Frank Lee.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF CHINESE INSPECTOR IN CHARGE
DISTRICT OF NEW YORK AND NEW JERSEY
17 STATE STREET
NEW YORK, N. Y.

IN ANSWERING REFER TO
FILE No. 2645/166

June 12, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
c/o The Castle Inn, Buffalo, New York.

Referring to your letter of the 11th instant, No. 309-N, you are advised that upon receipt of the telegram of Inspector in Charge Frick on May 29th to the effect that a Chinese boy had crossed the river at Detroit on the previous night and was destined to 63 Summit St., Brooklyn, I had an officer visit Summit Street, and he reported that there was no laundry at that address but that there was one at 59 Summit St., as well as at No. 39. For the three succeeding morning I had the early Erie and Lackawanna trains watched, but there were no Chinese aboard, and as Inspector Frick had advised that the smugglers were using freight cars in transporting Chinese, and in one instance at least the Chinamen had proceeded to Chicago before continuing to their destination, I thought it advisable for me to wait a reasonable length of time before visiting these laundries. However, upon receipt of your letter, Inspector Pierce was immediately detailed to make an investigation, and he called at Nos. 59 and 39 without making his identity known, and reports that at No. 59 there are only

two Chinamen, who both have the appearance of being old residents and are between 45 and 50 years of age, and at No. 39 there are likewise two similar Chinamen, one being about 35 and the other about 45 years of age.

I considered having these laundries watched continuously after the receipt of the telegram, but in view of my limited force and the amount of work pending in this office, and the further fact that there was no telling when this Chinaman would arrive at his destination, I abandoned the idea.

It was an oversight on my part in not forwarding you a copy of my letter of June 2nd to Inspector in Charge Frick, and a copy is herewith enclosed.

H R Barrow
Inspector in Charge.

Enc. S/M

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF CHINESE INSPECTOR IN CHARGE
DISTRICT OF NEW YORK AND NEW JERSEY
17 STATE STREET
NEW YORK, N. Y.

IN ANSWERING REFER TO

FILE NO. 2645/166. COPY.

June 2, 1914.

Immigrant Inspector in Charge,
Detroit, Michigan,

Receipt is acknowledged of your telegram of the 29th ultimo, reading as follows: "One boy brought across last night destined sixty three Summit Street, Brooklyn, New York. Unable to furnish route traveled.", and also copy of your letter of the same date, No. 2242/102, addressed to the Inspector in Charge at Cleveland, relative to the same matter.

I have had the Erie and Lackawanna trains arriving from the West watched for several days, but without success. There are no Chinese at 63 Summit Street, Brooklyn, although there is a laundry at No. 59, which in all probability is the correct address. I shall wait a short time, as it may be possible that the boy has stopped en route, before making a search at the address referred to, and in the event we should apprehend him I would request to be advised as to whether there is anyone at your station by whom he can be identified as having been in Canada. We have just had a very severe decision rendered against us in Brooklyn in connection with arrest cases, and hence would prefer to make arrests of this character, if possible, under Departmental warrants.

(Signed) H.R. Sisson,
Inspector in Charge.

MT

#9

Western Union Telegraph Co.

Buffalo, N.Y., May 30, 1916.

Immigration,
Detroit, Michigan.

Wire quick full particulars regarding Monroe arrests.

TAYLOR.

Attest:

Immigrant Inspector.

1916

7401-0

Form 1004

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

25,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been assented to by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delays in transmission or delivery of Unrepeated Messages, beyond the amount of tolls paid thereon, nor in any case beyond the sum of Fifty Dollars, at which, unless otherwise stated below, this message has been valued by the sender thereof, nor in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THEO. N. VAIL, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

15

RECEIVED AT COR. PEARL HURON STS
BOWEN BLOCK - BUFFALO

WU1213C60 GOVT

DETROIT MICH MAY 28TH 1914

RICHARD H TAYLOR

CASTLE INN BUFFALO NY

GEISER AND ANDERSON WITH TWO CHINESE DESTINED NEWYORK ARRESTED TOGETHER WITH AUTOMOBILE CHAUFFEUR BY POLICE AT MONROE MORNING MAY TWENTY SEVENTH INTENDED USE AUTOMOBILE TO TOLEDO AND PASSENGER TRAIN FROM THAT POINT TO DESTINATION SMUGGLERS HELD BY COMMISSIONER FIRST TWO FOUR THOUSAND AND CHAUFFEUR TWO THOUSAND DOLLARS BOND HEARING SIX JUNE EIGHTH

FRICK
454P

WIGHT

Western Union Telegraph Co.

Buffalo, N.Y., May 28, 1914.

Immigration,
Washington, D.C.

John Golcon, William Anderson, and Chauffeur arrested on route Detroit to Toledo with two contraband Chinese. Hearing set June eighth.

TAYLOR.

Attest:

Immigrant Inspector.

1914 7401-0

May 29,

Inspector in Charge,
Detroit, Michigan,
May 28, 1914.

No.2297.

Commissioner of Immigration,
U.S.Immigration Service,
Montreal,Canada.

On the evening of Tuesday, May 26, 1914, Inspector McCabe received a telephone communication from Willie Pang, of Windsor, that two Chinese would be smuggled into the United States that night, and that they were destined to New York City, street address unknown. He states that from what information he had secured, he believed the smugglers would place the Chinese in freight cars and that they would go over the Michigan Central Railway. Inspector McCabe thereupon telegraphed this information to our Buffalo office, and also advised all parties in outlying districts from Detroit, in hopes that they might change their plans and cross the Detroit River and proceed to New York via Toledo.

About 2:30 A.M.,May 27th,the Sheriff of Monroe,Michigan, telephoned the writer that a few minutes before the police on duty at Monroe that night had arrested two white smugglers and two Chinese, as well as the chauffeur in charge of the automobile, and asked for advice as to what he should do with the party. He was directed to hold all parties until our officers could reach there in the morning.

Accompanied by the writer, Inspector McCabe proceeded to Monroe, at 7:30 A.M., where we found in the County Jail, John Geiser and William ("Whitey) Anderson, two wellknown Chinese smugglers, and one Walter Wilcox, the owner of the automobile, and two Chinese persons who gave the names of Ing Bow and Ing Hom. The Sheriff at Monroe stated that Geiser admitted to him before two other witnesses that they had brought the Chinese from Windsor that night, and that they were taking them to New York, for whichthey would receive $85.00 apiece.

All five persons were brought to Detroit, Michigan by our officers, and Inspector McCabe was directed to swear to a complaint before U.S.Commissioner J.Stanley Hurd, charging Geiser, Anderson, and Wilcox, with a violation of the Chinese Exclusion Act, as well as the Immigration Act, in having brought into the United States the above-named Chinese aliens. Commissioner Hurd issued a warrant of arrest the same day, and all defendants were arraigned before him during the afternoon. They entered a plea of not guilty, and hearing was set for 9:30 A.M., June 8, 1914, at Detroit, Michigan, bail being fixed in the amount of $4000. each for Geiser and Anderson, while the sum of $2000. was fixed as surety for Wilcox.

It is extremely gratifying to our officers to be able to report this important capture, for it not only prooves

that the information which we have been receiving and furnishing to our officers at Chicago, Toledo, St.Louis, New York, and other places, has been most reliable. Great credit is due to the police of Monroe for their services and it would please this office if the Bureau as well as Commissioner Clark would communicate with the Chief of Policeand with the Sheriff of Monroe, Michigan, and express to them their deep appreciation of their services. The police who made the capture report that about 2:30 A.M., they noticed this automobile approaching one of the two bridges which cross a stream of water which divides the City of Monroe, and over which all automobiles must necessarily cross if they wish to proceed to Toledo from Detroit; that as soon as the automobile came upon the bridge the driver was commanded to halt. He immediately halted, threw on his reverse, backed his machine and turned and went in the direction of the second bridge. The officers having observed this action, anticipated that they would attempt to cross the second bridge, and immediately ran around to this bridge, reaching there in time to compel the chauffeur to halt his machine, at the point of their guns. Only three persons were observed in the ~~xxxx~~ car; but after making a search of the automobile they found two Chinese lying in the bottom of the car and covered with a very heavy blanket, notwithstanding the fact that the heat of the night was most oppresive.

The same afternoon we telegraphed the Bureau for warrants of arrest for the Chinese aliens, and also communicated

with Inspector in Charge Prentis, of Chicago, requesting him to detail Chinese Interpreter Edward B. Kan for duty at Detroit, for the purpose of conducting hearings in these cases. Interpreter Kan arrived at Detroit at 8:30 A.M., May 28th. Warrants of arrest did not reach us until 3 P.M., May 28th, when the hearings took place. Interpreter Kan returned to his official station, leaving Detroit at 9:30 P.M., May 28th. The hearings have not been completed as the aliens desire counsel, but will be forwarded as soon as possible.

(Signed) G.OLIVER FRICK

GCF-LAS Inspector in Charge.

Mr.Richard H.Taylor,
Immigrant Inspector,
Buffalo,N.Y.

Copy for your information and file.

G Oliver Frick

Inspector in Charge.

May 30

Inspector in Charge,
Detroit, Michigan,
May 29, 1914.

No. 2297.

Sheriff,
Monroe County,
Monroe, Michigan.

Sir:

Permit me to thank you and your officers for the assistance rendered the Police at Monroe, Michigan, in the capture of the Chinese smugglers John Geiser, William Anderson, and Walter Wilcox, and the Chinese aliens Ing Bow and Ing Nom, on the morning of May 27th.

Our office is deeply appreciative of the grand work which your force and the police of Monroe are putting forth to break up the Chinese smuggling gang, as well as the Chinese smugglers, and I desire to extend my thanks to each and every one of your force for their hearty cooperation.

Respectfuly,

(Signed) G. OLIVER FRICK
Inspector in Charge.

GOF-LAS

Mr. Richard H. Taylor,
Castle Inn,
Buffalo, N.Y.

For your information and file.

G Oliver Frick
Inspector in Charge.

May 30

Inspector in Charge,
Detroit, Michigan,
May 29, 1914.

No.2297.

Chief of Police,
City of Monroe,
Monroe, Michigan.

Sir:

Will you express to the policemen who succeeded in arresting John Geiser, William Anderson, and Walter Wilcox, Chinese smugglers, and Ing Bow and Ing Nom, Chinese aliens, on the morning of May 27th, my deep appreciation of their efforts.

The faithful efforts put forth by members of your force in the past in their attempt to break up the smuggling of Chinese, by arresting smugglers, has been of great assistance to our office; and I cannot let this opportunity past without expressing my deep appreciation of your work.

Respectfully,

(Signed) G.OLIVER FRICK
Inspector in Charge.

GOF-LAS

Mr.Richard H.Taylor,
Castle Inn,
Buffalo, N.Y.

For your information and file.

G Oliver Frick
Inspector.in Charge.

Jaw 2
Lt sent ✓

Inspector in Charge,
Detroit, Michigan,
May 29, 1914.

No.2297.

Mr.George K.Apple,
Immigrant Inspector,
Toledo,Ohio.

The enclosed card giving the name and address of a garage in Toledo, was found in the possession of Walter Wilcox, who had charge of the automobile which was being used in smuggling two Chinese into the United States on the night of May 27th, the smugglers, John Geiser and William Anderson, having been arrested by the police at Monroe,Michigan.

Same is forwarded as it is thought that perhaps other smuggling trips have been made by the said Walter Wilcox, and that you might be able to secure some information at this garage.

(Signed) G.OLIVER FRICK
Inspector in Charge.

COF-LAS

- -

Mr.Richard H.Taylor,
Castle Inn,
Buffalo,N.Y.

For your information and file.

G Oliver Frick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR

Immigration Service

Office of Inspector in Charge,
Port of Detroit, Michigan,
May 29, 1914.

No. 2297.

Mr. George K. Apple,
Immigrant Inspector,
Toledo, Ohio.

The enclosed card giving the name and address of a garage in Toledo, was found in the possession of Walter Wilcox, who had charge of the automobile which was being used in smuggling two Chinese into the United States on the night of May 27th, the smugglers, John Geiser and William Anderson, having been arrested by the police at Monroe, Michigan.

Same is forwarded as it is thought that perhaps other smuggling trips have been made by the said Walter Wilcox, and that you might be able to secure some information at this garage.

(Signed) G. Oliver Frick
Inspector in Charge.

GOF-LAS

Jun 1

Inspector in Charge,
Detroit, Michigan,
May 31, 1914.

No.2297.

Chief of Police,
City of Monroe,
Monroe,Michigan.

Sir:

Beg to advise you that U.S.District Attorney Webster requests that the automobile used for the smuggling of Chinese aliens by John Geiser and William Anderson and Walter Wilcox,be detained by you until you receive orderes from Mr.Webster to release same.

Respectfully,
(Signed) G.OLIVER FRICK
Inspector in Charge.

GOF-LAS

Mr.Richard H.Taylor,
Immigrant Inspector,
BuffaloN.Y.

For your information and file.

G. Oliver Frick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

June 2
1914

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 1, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Replying to your letter of the 29th ultimo, No. 2297, inclosing card of "The First Garage", 222 Huron Street, this city, which was found in the possession of Walter Wilcox, who had charge of the automobile used by the smugglers captured at Monroe on the night of May 27th, I beg to state that said garage is owned and operated by one L. W. Morris, Jr.

After a long line of questioning by Inspector Miller and myself, we find that it would be an easy matter for any person to secure such a card, as Mr. Morris showed us a bundle of them on a desk within reach of any person who might wish to take one. He further informed us that he conducts a storage business and when he hires his own car out, he always sends his driver with it. He employs three young men whose names are William Volk, Earl James and Foster Dungee (colored); but he never knew or heard of Walter Wilcox.

Mr. Morris said that he had a young man in his employ last year, from Sept, to November, when he discharged him on account of finding him to be a crook and dishonest. His name was William Reid, about 24 years of age, about 5'-3", dark hair and eyes, slender build, eyes close to each other, haunted look, and the appearance of a typical "dip"; was arrested twice for larceny. This information is sent you on the chance that "Reid" and "Wilcox" may be one and the same.

Mr. Morris stated that if we can give him the make of the car and description, he would be able to tell us whether or not he ever had the car in his

garage. He further explained that these cards are used for persons who wish to leave their cars during the day or over night, or to be cleaned, but that he does not use these cards for customers who leave their cars by the week or month. It is evident from the number of this card (#6649) that it was taken or used about two months ago, according to Mr. Morris' statement, as the numbers are now beyond 6900.

If you will furnish us the make and description of this car, we will make another effort to develop anything we can in the matter.

(Signed) George K. Apple

Immigrant Inspector.

Copies to Immigrant Inspector Richard H. Taylor, Buffalo, N.Y., and to Inspector in Charge, Cleveland, Ohio.

Inspector in Charge,
Detroit, Michigan,
June 2, 1914.

June 3 ✓

No.2297.

Mr.George K.Apple,
Immigrant Inspector,
Toledo,Ohio.

In reply to your letter of June 1, 1914, No. 646, requesting a description of the car used by the smugglers arrested at Monroe, Michigan, on the night of May 27, 1914, will state that it is an Oakland car, four cylinder, five passenger, carrying Michigan license No.48231. There are two numbers, 55091 and 40102 on the engine and crank shaft.

Enclosed will be found one photograph of Walter Wilcox, the chauffeur of the above described car, which should be returned at once, as it is the only one which we have.

We have reasons to believe that this man has been assiting both Geiser and Anderson in getting Chinese through to Toledo for some time.

I trust you will be able to get us some information concerning his movements in Toledo.

(Signed) IRVING F.WIXON
Acting Inspector in Charge.

FMcC-LAS

Mr.Richard H.Taylor,
Immigrant Inspector,
Buffalo,N.Y.

For your information and file.

Acting Inspector in Charge.

U. S. DEPARTMENT OF LABOR

Immigration Service

Office of Inspector in Charge,
Port of Detroit, Michigan,
June 2, 1914.

No. 2297.

Mr. George K. Apple,
Immigrant Inspector,
Toledo, Ohio.

In reply to your letter of June 1, 1914, No. 646, requesting a description of the car used by the smugglers arrested at Monroe, Michigan, on the night of May 27, 1914, will state that it is an Oakland car, four cylinder, five passenger, carrying Michigan license No. 48231. There are two numbers, 55091 amd 40102 on the engine and crank shaft.

Enclosed will be found one photograph of Walter Wilcox, the chauffeur of the above described car, which should be returned at once, as it is the only one which we have.

We have reasons to believe that this man has been assisting both Geiser and Anderson in getting Chinese through to Toledo for some time.

I trust you will be able to get us some information concerning his movements in Toledo.

(Signed) Irving F. Wixon

JMcC-LAS

Acting Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 June 3, 1914.

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

As directed in your letter of the 2nd instant, No. 2297, I return herewith photograph of Walter Wilcox, which I have had copied by the Bertillon expert of the local police force.

The proprietor of "The First Garage", 222 Huron Street, claims that he has never seen this man. One of his employees, William Volk, claims that this man came there about two weeks ago, about 6:30 or 7:00 P.M., with a Maxwell, five-passenger, four-cylinder car, 1914 model, left the machine over night and called for it the next morning, at which time he asked Volk if he knew of anyone who wanted to go to Detroit and said that he ran a taxicab service in Detroit and had brought a party down. He claims that is the only time he ever saw him. and that he never saw the Oakland car described in your letter of yesterday.

That was all the information I have been able to get today. The time mentioned (6:30 to 7:00 P.M.) hardly seems right for him to bring a party of smugglers to Toledo, or to turn them over to another machine to take them to Lima or elsewhere; but it is possible that he took them through to Lima and stopped at Toledo at that time on his way back to Detroit.

The police will see the copy of this photograph tomorrow, and it is possible that some information may then be obtained; if so, it will be furnished you promptly.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, Ohio, and Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

June 5

Inspector in Charge,
Detroit, Michigan,
June 4, 1914.

No. 2297.
CW.

Commissioner of Immigration,
U.S. Immigration Service,
Montreal, P.Q., Canada.

I have at hand your letter, No. 10889/241, dated June 2, 1914, regarding the capture of Chinese aliens Ing Bow and Ing Wom, together with smugglers, John Geiser, William Andereon, and Walter Wilcox.

As requested in your letter, you are advised that the officers directly connected with the capture of above-named parties were Walter Miller and Michael Burch. We have thought it best not to recommend a reward until after the conviction of the smugglers, and as we understand, at least two of these smugglers will plead guilty, we were then prepared to recommend a reward of one hundred dollars, each, be paid to Walter Miller and Michael Burch.

(Sgd) G. Oliver Frick.
Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

G Oliver Frick
For your information and file.

EXACT COPY AS SIGNED

Inspector in Charge.

No. 309-D. Buffalo, N.Y., June 5, 1914.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Adverting to your letter No. 8297-C.W., dated June 4, 1914, addressed to the Chinese Inspector in Charge at New York, you are requested to furnish me with copies of the translations of Chinese letters referred to therein, together with full particulars regarding same.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No. 2297.
CW.

June 8, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

(CONFIDENTIAL)

Under date of June 6, 1914 I forwarded you cppies of translations of five Chinese letters, as per request contained in your letter, No. 309-D, dated June 5.

A few days ago the Police Department sent to this office a letter addressed to Chinese alien Ng Boong, Police Department, Detroit, Michigan, and which was sent from Brooklyn, New York, and, believing that the contents might be the connecting link in the possible prosecution for conspiracy between the receiving end at Brooklyn, N. Y. for Chinese smuggling, and the writers of the letters of the translations forwarded you June 6, this letter was forwarded to Chicago for translation, a copy of which is hereto enclosed.

The translation of this letter was submitted to United States District Attorney Webster, who informs me that if we can prove that the writersof the enclosed translated letter was the same person to whom the letters forwarded you June 6 were sent to, he believed he could secure an indictment for conspiracy, and also secure a conviction. Do you believe it is possible for our New York office to secure this proof, and if so, will you arrange to have it secured as soon as possible, as the Federal Grand Jury is now in session, in Detroit, and will continue so until June 16.

Of course, you understand it is necessary to keep this letter strictly confidential, as perhaps our Department had no legal right to open the letter referred to, and it is requested that this letter be not made a record of any official files until after it is determined whether or not a prosecution is instituted, for if we can secure the proof, Attorney Webster will take legal measures to secure legal possession of the letter in question.

G Oleon Frick

Inspector in Charge.

309-A

Yip 9 — my

Detroit No. 2297 (C O P Y)

To Yip Chong and Yip Foon:

This is to let you know purposely that last Monday or Tuesday I received letters from Quon Chung uncle and lee Suey Sing of Canada. Who knows that the same Tuesday noon, the "Customs devil" come to the laundry took away two Canadian letters I do not know what statement you made at your place. May be you stated that you went away from my laundry. You have to state clearly what you have said. There is no trouble at present.

I am now sending you a letter from Yip Foong's address. Yip Him is also working at Yip Foong's laundry. (letters send to) from Yip Foong's laundry will be no trouble. I beg a thousand times that if there is any important matter reply early and it will be all right.

Yip Foong; Yip Jam; Yip Jing; Yip Ghee and
(Yip Kee.

Tuesday night

- -

Envelope:

Please deliver to Ing Bon and Ing (Yim) Nom.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 June 8, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Referring to my letter to you of the 3rd instant, your file No.2297, I beg to report that copies of your photograph of Walter Wilcox were shown all members of the local police force. One patrolman thinks he saw this man about a month ago hanging around a saloon at Huron and Jackson Streets, for several days. He was not on the lookout for him then, however, and cannot be certain.

If Wilcox has been bringing Chinese this way, it is likely that he would make a study of the roads into Toledo and vicinity in order to bring them here, or past Toledo, with least risk of detection.

This is all the information I have been able to gather, in addition to my former report on the subject.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, Ohio, and Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

No. 309-D. Buffalo, N.Y., June 9, 1914.

Inspector in Charge,
U.S. Immigration Service,
Detroit, Michigan.

Receipt is acknowledged of your confidential letter No. 2297 dated June 8, 1914, inclosing copy of translation of Chinese letter in the ING HON and ING HON case.

You are advised that this matter has been referred to the Chinese Inspector in Charge with instructions to carry out the request contained in your said letter in a strictly confidential manner and report results at once.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

CONFIDENTIAL.

Buffalo, N.Y., June 9, 1914.

No. 309-B.

Inspector in Charge,
Chinese Bureau,
17 State St.,
New York City.

Inclosed herewith you will find confidential letter No. 2297 dated June 8, 1914 from the Inspector in Charge, Detroit, inclosing translation of a letter addressed to ING BON and ING (YIM)MON, with request that you endeavor to secure information to prove that the writer of the inclosed translation is the same person to whom the letters you recently secured at 790 Gravesend Avenue, Kensington, Brooklyn, were addressed.

Please make every effort to secure the desired information, following the suggestions contained in Inspector Frick's letter as to keeping the matter strictly confidential and advise me of results as quickly as possible, as the Grand Jury before whom it is desired to present this matter is now in session in Detroit.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

Inclo.

No. 309-D. Buffalo, N.Y., June 11, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Adverting to your confidential letter No. 2297/CW, dated June 8, 1914, regarding correspondence in the ING BON and ING (YIN) MON cases, you will find inclosed report from Inspector in Charge Sisson No. 2645/165, dated June 10, 1914, together with a statement from AH WOON, alias KOON YUNG, alias NG TONG, alias Mr. PEN. While it will be seen that the latter Chinese acknowledged the letters previously surrendered were addressed to and intended for him, he denies ever having made reply thereto. Although the above appears to be all the information obtainable without disclosing the original of the translation, in view of the admissions made by AH WOON, coupled with the fact that replies to the letters he acknowledges having received can be traced back to the contraband Chinese thereby directly connecting him with the correspondence, it is more than probable that he could be successfully prosecuted for conspiracy in the premises. A comparison of the signature on the inclosed statement with the letter surrendered by the police might throw some light on the subject.

(Signed) Richard H. Taylor,

RHT-IT. Immigrant Inspector.

#11

No. 309-B. Buffalo, N.Y., May 30, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Receipt is acknowledged of your telegraphic and other correspondence No. 2297 reporting the arrest of John Geiser, William (Whitey) Andersen, Walter Wilcox, smugglers, and ING BOW and ING HOM, by the police at Monroe, Michigan, May 27, 1914, and subsequent action in their case.

This, together with the Harry Latour matter in Chicago thoroughly establishes the reliability of the information received from Willie Pang and furnished to the Cleveland and Toledo offices, and should tend to encourage hearty cooperation on the part of the officers stationed in said districts.

You are to be congratulated upon having secured the services of such a reliable informant and you will please suggest a plan through which he can be suitably compensated and your suggestion will receive immediate attention.

Regarding the police officer who made the capture, it will be arranged for him to receive a reward for assistance rendered in the premises, which will be more substantial than the thanks of the Bureau and a greater incentive for future cooperation.

As soon as possible after the arrest of Chinese smugglers, please wire me names and full particulars, as in many instances I may either have

officers working on the same proposition or information which would be of vital assistance to you.

In submitting your report No. 2297 dated May 28, 1914 to the Commissioner of Immigration, Montreal, and forwarding a copy to me, you are reversing the Bureau's instructions, which are that such reports shall be made tome direct and copies furnished the Montreal office for its file; this also applies to your report No. 2242/102 dated May 28, 1914, relative to Harry Latour.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IY.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Office of Inspector in Charge,
Port of Detroit, Michigan,

Nos.2242/102 and 2297. June 1, 1914.

Mr.Richard H.Taylor,
Immigrant Inspector,
Buffalo,N.Y.

I have at hand your letter No.309-D,dated May 30,1914, relative to the arrest of Chinese smugglers and Chinese at Monroe.

In answer to the third paragraph of your letter, you are advised that Willie Pang has been on our pay roll from April 21st, to May 31st, at a compensation of $60.,for the full period, and that beginning with June 1st. he has been appointed as special agent, at a compensation of $75.,for one month's duration.

In answer to the fourth paragraph of your letter, I beg to state that it was our intention to recommend that officers Walter Miller and Michael Birch be paid a reward of $100. each, upon the conviction of the white smugglers, and that we desired the Bureau to express our thanks and appreciation for the assistance given by these officers, through the Chief of Police, pending a more remunerative compensation.

Answering the last two paragraphs of your letter you are advised that in the future we will wire names and full

particulars after the arrest of Chinese smugglers and all reports covering Chinese matters will be forwarded to you direct, and copies furnished the Montreal office for their files, instead of reversing this procedure.

G Olcott Frick
Inspector in Charge.

GOF-LAS

#12

No. 309-D. June 7, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Judging from the successful manner in which the Chinese smugglers have succeeded in eluding our officers in the vicinity of Detroit, it has become apparent that some definite arrangements will have to be made to cope with the smuggling situation in that vicinity and, therefore, in view of your personal knowledge of local conditions, you are respectfully requested to suggest some feasible plan by which the situation can be met. The fact that Henry Letour and his partner succeeded in getting as far as Chicago without being apprehended, and that Geiger and Anderson would have made another successful trip but for their accidental discovery by police officers near Monroe, Michigan, and, as shown by your reports, many Chinese appear to have been successfully smuggled to their destination, demonstrates the necessity for the adoption of different methods of running down the information furnished by informants Willie Pang and O'Donnell.

Regret to say it will be impossible for me to devote as much time to Detroit as I have to this section and, therefore, trust you will be able to outline a plan that will serve to assist me, in your District, in carrying out the Bureau's instructions to break up the smuggling of Chinese into the United States.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#12

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,
June 8, 1914.

(Personal)

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Dear Sir:

In connection with correspondence sent you today, and with your letter requesting to be advised what plans to suggest in order to put a stop to smuggling, I beg to state that I believe a personal conversation with you on this matter would be more satisfactory, than letter writing. If you are of the same opinion and will call me to Buffalo for one day, I will be glad to make the trip. If you prefer my writing same, I will endeavor to cover this matter as fully and comprehensively as possible.

Sincerely yours,

G Alvin Frick
Inspector in Charge.

#13

No. 309-D. Buffalo, N.Y., June 3, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Adverting to your letters Nos. 2242/102 and 2297, dated June 1, 1914, advising that Willie Pang has been appointed as special agent at a compensation of $75 a month for the month of June, and to your report No. 1683, dated June 1, 1914, advising that Willie Pang is willing to proceed to Toronto and Hamilton for the purpose of securing information regarding the movement of Chinese, providing his actual expenses are paid, you are advised that certain arrangements are now being made covering the movement of Chinese in the vicinity of the points mentioned, in connection with which it might be advisable to have Willie Pang assist in the work; this matter will be taken up with you personally within a few days; also the question of reward to be paid officers Miller and Birch.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT

#14

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Jan 5
Niagara

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No. 2242/102.
CW.

June 4, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

This is to advise you that our informant, ------ O'Donnell, after a conference had with Suey Sing, or Frank Lee, of Windsor, informs me that all Chinese, but one, have left Frank Lee's place in Windsor; that the smuggling is now being done by Stoneberg, Stevens and Ouellette, and that for a short time, at least, they will operate out of London. Stoneberg and Stevens operate both through Port Huron, Niagara Falls, and Buffalo, while Ouellette does nearly all of his work through Niagara Falls, N. Y. Chinese are placed in sealed freight cars at London, and the cars are met after they cross the boundary line at some convenient point, but I am unable to tell you the exact place.

This information is furnished for such action as you deem proper.

G Oliver Frich
Inspector in Charge.

No. 309-B. Buffalo, N.Y., June 5, 1914.

Inspector in Charge,
U. S. Immigration Service,
Detroit, Michigan.

Adverting to your letter No. 2242/102 dated June 4, 1914, regarding information furnished by informant O'Donnell concerning Stoneberg, Stevens and Ouellette, my attention has just been called to the fact that you sent copies of said communication to other officers along the border.

Permit me to suggest the injudiciousness of indiscriminately disclosing your informanats, as was done in this case. All the officers at Buffalo and Niagara Falls, for instance, know that you have an informant named o'Donnell getting information from Frank Lee and through an inadvertense or otherwise this information might get back to the smugglers, which would close this source of information. It is not necessary for any one to know from whom you receive information; the fact that you submit it is sufficient to warrant its careful consideration by those to whom it is furnished.

The Inspectors in Charge at Buffalo and Niagara Falls will be requested to remove the above mentioned letter from their daily bulletin file and caution their subordinates as to the importance of keeping the information secret.

When time is not an important factor you should send information of this character directly to me and I will see that it is properly distributed.

RHT-IT.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No. 1683.
CW.

June 8, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

I have at hand your letter, No. 309-D, dated June 5, 1914, in which you state that it is injudicious for us to write that information we obtained relative to smuggling of Chinese is furnished by ------? O'Donnell and Will Pang, and in the future your direction that this information be eliminated from correspondence going to outside stations will be complied with.

G Oliver Trick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#16

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

June 6 ✓

No. 1683.
CW.

June 7, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

The following is a summary of the work performed and information received in Chinese matters at this station for the week ending June 6, 1914:

May 31st:
No information received. All passenger trains watched as usual.

June 1st.
Inspector in Charge of Cleveland office telephoned me that he had taken into custody one Chinese 9016 Superior Street, Cleveland, as a result of information furnished me by Willie Pang and phoned to Cleveland on May 28th. Information furnished Cleveland office reliable and was hoped he would place watch at 9016 Superior Street in order that smuggler could be arrested.

June 2d:
Received information that Bemy Oullette was the smuggler who assisted Henry Latour at Chicago and also in the cases of Chinese arrested at Toledo, May 28, 1:30 A.M. The facts in this last case was that he was going to Toledo at the time he was arrested by Inspector McCabe at the ferry; that Oullette would place the Chinaman on the train and Latour would guard him. The arrest of Latour here left the Chinaman without a guard to Toledo. We have not sufficient evidence to prosecute Latour or Oullette on this last charge. Forwarded photo of Oullette to Chicago office for identification in case of two Chinamen arrested there with Latour. Informed that Oullette was with Latour at that time.

June 4th:
Oullette has returned to Windsor, evidently having safely delivered the Chinese at Cleveland and Brooklyn, referred to May 28, the Cleveland man being arrested later. Was hoped that New York office would detail man to watch the address given, in order that Chinese and smuggler could be arrested.

June 5th:
Willie Pang states two Chinese, destined to 346 36th Street, Chicago, are awaiting opportunity at Frank Lee's place, Windsor, to be smuggled into the United States. Frank Lee has not decided who will take these two, as his principal smugglers are now in custody here. He is awaiting further developments in the case.

June 6th:
Information from ------? O'Donnell verifies information under June 2. This party also agrees to identify Chinese now under arrest at Toledo, as having been seen in Windsor, Ontario.

1 ero

During the past week no move has been made at this point to smuggle Chinese into the United States. Understand that efforts are being made from London on both through Niagara Falls and Buffalo, as well as Port Huron, but principally through Niagara Falls, N. Y. by means of freight cars.

G. Oliver Trick
Inspector in Charge.

#16

Jan 9 ✓

Inspector in Charge,
Detroit, Michigan,
June 8, 1914.

No. 2210.
CW.

Hon. E. C. Chapin,
United States Commissioner,
Lansing, Michigan.

I enclose herewith photo of Yee Goon, who is now under arrest at New York, N. Y., charged with being unlawfully in the United States.

The New York office has received information that this Chinese and one other named Yee Yim have forfeited a five hundred dollar bond in this district. This information has been verified in the case of Yee Yim, who was ordered deported by you October 8, 1908 and bond forfeited after appeal to the United States court on September 9, 1913.

Please examine your docket and see if you have a photo or record in the case of Yee Goon. It is probable that he will be known to you under another name.

Please return photo with your report.

(Sgd) G. Oliver Frick.

Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

For your information and file.

G. Oliver Frick

Inspector in Charge.

No. 2210.
IFW

Inspector in Charge,
Detroit, Michigan.
June 8th, 1914.

Chinese Inspector in Charge,
New York, N. Y.

I have at hand your letter No. 2645/164, dated June 4, 1914, forwarding photographs of two Chinese laborers, Yee Yet and Yee Goon, arrested by your office a few days ago at No. 16 Moore Street, on the charge of being unlawfully within the United States.

I return herewith photograph of Yee Yet, and you are advised that this alien, under the name of Yee Yim, was arrested July 9, 1908, at Detroit, Michigan, together with three other Chinese persons named Yah Sing, Yee De Hing and Yuey Men. Yee Yet or Yee Yim was ordered deported by U. S. Commissioner E. C. Chapin of Lansing, Mich., and appeal from this decision was taken October 6, 1908, the alien being brought from Lansing, December 28, 1908. On July 13, 1909, he was released on order of Judge Swan upon bail of five hundred dollars. This action was permitted to drag through the courts until March 3, 1913, at which time Judge Sessions confirmed the order of deportation, bail bond being declared forfeited on September 9, 1913, and bond paid to the clerk

of the court on September 19, 1913.

The original warrant of deportation is still in the hands of the U. S. Marshal of Detroit, and upon our request he has this date mailed this warrant to the U. S. Marshal at New York, as I presume that this warrant, still being in effect, will take precedent over any new action which you might institute in your district.

Effort is being made to identify the photograph of Yee Goon and as soon as I hear from the parties communicated with you will be duly advised.

Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

For your information and file.

G Alexis Frick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#17

OFFICE OF Inspector in Charge,

PORT OF Detroit, Michigan,

No. 1683.
CW.

June 14, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

The following is a summary of information received and work performed in connection with Chinese matters at this station for the week ending June 13, 1914.

June 7, 8, and 9th. No confidential information received regarding the movement of Chinese. All trains watch by Inspectors in usual manner.

June 10. Advised by W. P. that two Chinese had arrived in Windsor, destined to Chicago, one to 346 Thirty Sixth Street, and one to 616 South-Western Ave. O'D----- states that Frank Lee was planning to have two Chinese brought across from Windsor over the Detroit River, and kept in a Chinese store on Champlain Street, Detroit, until smugglers could make arrangements to take them through to Chicago. Arrangements were made to apprehend the smugglers before they arrived at store. Later, advised by O'd--------- that Frank Lee had changed these plans, and she understood that Ed. Hack would handle Chinese from London.

June 11. No new developments.

June 12. W. P. phoned that Frank Lee had left Windsor for London on Grand Trunk, No. 16, and that three Chinese, destined to Chicago, had left on Grand Trunk at 7:30 P.M. for London, stating that smugglers would load the Chinese at London in freight cars. Phoned Port Huron office this information.

June 13. 'Phoned Chicago, giving address to which Chinese were destined. No further information secured.

Inspector McCabe investigated the report that Chinese were being smuggled into the United States, via Grosse Isle, twenty miles from Detroit, and after interviewing Captain Phillips and others, he finds that there is no evidence to confirm the report. Inspector McCabe investigated in Windsor, re-

lative to telegram received by Frank Lee from "Bemy" Ouellette, alleged to have come from Buffalo or Bridgeburg, Ontario. Unable to find such record.

G Leon Frick

Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#18

OFFICE OF Inspector in Charge.

PORT OF Detroit, Michigan,

No. 1683.
CW.

June 14, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

In answer to your letter, No. 309-D, of June 12, 1914, concerning the sending of a telegram by "Bemy" Ouellette to Frank Lee, you are advised that my informant has since notified that this telegram was sent from Bridgeburg, Ontario.

I have had the records of the telegraph office at Windsor, Ontario carefully examined for this telegram, but they are unable to locate such message.

G Olevis Frick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No. 1683.
CW.

June 13, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Information furnished us by both of our informants was to the effect that Frank Lee, of Windsor, was leaving on the 4:15 P.M. train for Bridgeburg, Ontario, via London, Ontario, on the afternoon of June 12, for the purpose of bringing back the Chinese person who had been left at Bridgeburg, and who was originally destined to 63 (59) Summitt Street, Brooklyn, New York.

The same night our informant telephoned us that three Chinese left Windsor on the 7:30 P.M. for London, Ontario, in charge of a white smuggler; that they would be placed in sealed box-cars at London and taken to Chicago; that two of these Chinese were destined to 346 Thirty Sixth Street, Chicago, while one was going to 616 South Western Avenue, Chicago.

This information was furnished Inspector in Charge Coe at Port Huron the same evening, while the following morning the information was furnished Inspector in Charge Prentiss of Chicago.

G Oliver Frick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF Inspector in Charge,
PORT OF Detroit, Michigan,

No. 1683.
CW.

June 13, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn,
Buffalo, N. Y.

In answer to your letter, No. 309-D, dated June 7, 1914, in which you request me to outline a plan which will serve to assist in carrying out the Bureau's instructions to break up the smuggling of Chinese at Detroit, you are advised that this matter was discussed with you by the writer in Detroit, when on a visit here on June 11, and I trust that the plan outlined by you will help us in obtaining results.

G Oliver Frick
Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF _____

CONFIDENTIAL. PORT OF Buffalo, N.Y., June 13, 1914.

No. 53000/432.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found memorandum reports submitted by Inspector Edwin W. Sterns, engaged on confidential work in Vancouver, B.C., from May 1 to June 5, 1914.

As previously reported, Inspector Sterns has gotten in with Harry Walton a pool room and saloon keeper, through whom he met "Pat", supposed to be, in connection with two others, engaged in transporting Chinese by boat from Vancouver to Seattle; that Pat reports their boat is still in Seattle with the other two men and for some reason unknown to him has not made a trip for some time, which information was confirmed by James Hefferon, another water front character with whom Sterns has been associating; that shortly after the arrest of the two Chinese in the tool box of the engine at Blaine, May 15, 1914, he questioned Walton regarding the arrest and the latter sent for Inspector Burk, station at Blaine, who called at Walton's pool room and told Sterns and Walton how the Chinese were caught; Sterns subsequently learned that Inspector Burk became acquainted with Walton through a girl who is friendly with Walton's wife; that Inspector Burk appears to be very fond of the girl and does not seem to know Walton's character; that in so far as he has been able to observe, there is nothing wrong between Walton and Burk and that Burk is not suspicious of him, Sterns;

that Burk stated that he and Customs Inspector Hughes at Baline were going to make a confidential investigation regarding the Chinese smugglers, but Walton subsequently learned it was "hot air". (Customs Inspector Hughes' brother recently appeared as informant in the Bayne-Lortie case in Seattle). Walton has intimated that a "Captain Sanders" is an old timer in the business; that Walton will introduce Sterns to him upon the latter's return to Vancouver. Sterns learned that Wallie Stickney, who formerly worked as a sleeping car conductor for the C. P. R., but was discharged for theft, owned a launch and had handled Chinese out of Vancouver; that Stickney is out of the city and has been for some time. Walton promised to introduce Sterns to a man named Art Lalone, who has a launch, with the intimation that the latter was in the Chinese smuggling business. Walton sent for a Chinese named Fong Wong whom he introduced to Sterns and the latter stated that a man on one of the C. P. R. boats running between Vancouver and Seattle carried Chinese for $250 and $300 a piece; that he knows this man has taken over a lot of boys during the past few years; that Wong has promised to find out the name of the man and the boat he works on and advise Sterns. Sterns reports that shortly after meeting Inspector Burk he asked Walton if he thought a "deal" could be fixed with Burk, and Walton stated that Burk was not crooked and that if he, Sterns, wanted to keep out of trouble not to say a word to him along those lines. Inspector Burk told Walton that the Immigration Service didn't have stool pigeons working in Vancouver, which eased Walton's mind.

Judging from his reports, Inspector Sterns has succeeded in

ingratiating himself with those likely to be engaged in or having knowledge of Chinese smuggling operations and he will doubtless succeed in unearthing the manner in which Chinese are smuggled into the United States from Vancouver. Of course he has had to abide his time in order not to create suspision. Regarding the man on the CP.R. boat who handles Chinese, this may refer to Pacific Coast boats and Sterns was so advised.

Perhaps the launch he refers to as being in Seattle is the Fred Bayne launch, under surveillance by the Seattle office.

Sterns has been instructed to make a trip to Point Roberts where a large number of Chinese are employed in the canneries for the purpose of looking over the situation at that place in connection with his work in Vancouver.

Richard H. Dayton.
Immigrant Inspector.

RHT-IT.
Inclo.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

53000/432

The Travelers

HOTEL
VANCOUVER
BRITISH COLUMBIA

May 1st, 1914.

Richard A. Taylor,
Dept of Labor,
Washington, D.C.

Sir

Worked along the water front, but have nothing new to report. Enclosed please find my expense account for April. I have spent $3.25 for drinks, but as long as I have nothing to show for my work I dont feel as tho I ought to charge it.

Respectfully,
Emil W. Stern.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

"AT YOUR SERVICE"
The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

May 2nd, 1914.

Richard A. Taylor.
Buffalo, N.Y.

Sir

your letter of April 27th, received to day. Enclosed is my expense account for April. I have also sent one to you at Washington. As stated in my letter of yesterday I have spent $3.25 for drinks, but as long as I have nothing to show for my work I don't feel as tho I ought to charge it.

Respectfully,
Ervin W. Stevens.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

"AT YOUR SERVICE"

The Travelers

HOTEL
VANCOUVER
BRITISH COLUMBIA

May 9th, 1914.

Richard L. Taylor,
Dept of Labor,
Washington D.C.

Sir

Worked along the waterfront but have nothing much to report.
Expect to see "Tracy" the first part of next week.

Respectfully,
Erwin W. Stone.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

May 11th, 1914.

Richard A. Taylor,
Dept of Labor,
Washington, D.C.

Sir:

Walked along the waterfront to day but found nothing new. Hope to be able to see Bat to-morrow.

Respectfully,
Erwin W. Stens.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

May 13th, 1914.

Richard H. Taylor.
Dept of Labor.
Washington, D.C.

Sir

I did not send a report on the 12th, as I got wet the other night and my right hand pusffed up so I could not hold a pencil, and to day its in my foot, but will be all right tomorrow. Saw Pat last night but did not get much, think he is trying to fool me out but I feel sure I will get some thing good before long. Check No. 59161 for $116.66 and voucher came to day, thank you very much. Will send check to my wife at my home and she will send

JNO. DECKER AND ALEX. BURR
PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

me the money as per your instructions.
Do you want me to send my reports to you
at Buffalo?

Respectfully,
Ernie W. Stems.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

May 15th, 1914.

Richard H. Taylor,
Dept of Labor,
Washington, D.C.

Sir

Did not write yesterday as my hand went bad again. It's been hard for me to get around for the last few days, but I am getting better and think I will be well soon. Was with Heffron most of the time yesterday, all we could learn was that the launch is still in Seattle and will be there for some time. So far have not learned the name of the other two men or the name of their boat, but will keep at it. I don't think they pull off any thing only once in a while, but I under-

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PROPRIETORS

The Travelers
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VANCOUVER
BRITISH COLUMBIA

stand that they take hop and
Chinese bath. Pat take me the
boat was 36 feet long, but I begin
to think Pat has little or any thing
to say about it, however I'll keep in
touch with him and do my best to find
out all I can. Walter the post master
man asked me if I cared to handle
some cigars that have been brought in
from Seattle. I am just telling you
this to show you the kind of a man
he is.

Respectfully,
Ernest W. Stems.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

53660/632
Aug 25

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

May 16th, 1914.

Richard H. Taylor,
Dept of Labor.
Washington, D.C.

Sir,

Could not get around much to day as the rheumatism got in my knee, but I will be all right monday I am stronger than when I came here and am getting better all the time. Will walk along the water front and try to get some line on the men with the launch, now in Seattle.

Respectfully,
Ewin W. Stems

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PROPRIETORS

The Travelers HOTEL
VANCOUVER
BRITISH COLUMBIA

May 18th, 1914.

Richard H. Taylor.
Dept of Labor.
Washington, D.C.

Sir.

Worked along the water front all day, tried to get some line on the men now said to be in Seattle.

Heffron has not been able to get any more in regard to them either. He is as anxious to this as I am, as I have told him as soon as I learned how the work is done here, I will hire a boat and let him in on it.

Respectfully,
Emil H. Stems

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PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

May 19th. 1914.

Richard H. Taylor.
Dept of Labor.
Washington D.C.

Sir.

I learned late last night that two Chinese were found in the tool box of a S.P. engine at the time. I asked Watkins the yard master if he knew any thing in regard to it being pulled off. He said no, but it only went to prove that the Immigration Service had stool pigeons in Chinatown. I take it he was off, on that, but asked him if there was any way he could find

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PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

out for me, he said he wanted
me to meet Inspector Ed. Burk to
come to the pool room tonight and
that he would introduce him to me
and that we could pump him and
find out. I have just come from
the pool room where I met Inspector
Burk and he tells us how they
made the catch. I had quite a chat
with him and he said he used to
be a Secret Service man, I asked him
why he quit that job for the one he
had, and he said what he meant
was a Special man in the Immigra-
tion Service and that he would get
the same special job back as soon
as he could get his "pull" to working.
I did not know a thing about the

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PROPRIETORS

The Travelers
HOTEL
VANCOUVER
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job being pulled off till long after it happened, I am sorry to have to say so but its the truth. I have tried my best to get a line on things as I am just as anxious to "make good" as you are to have me, and I realize I am risking my last stand with you, but never the less I promise you that I give you the best I've got in me and keep right at it till the end.

Respectfully,
Emmett Stern.

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PROPRIETORS

The Travelers

HOTEL
VANCOUVER
BRITISH COLUMBIA

May 27

May 20th, 1914.

Richard H. Taylor,
Dept of Labor,
Washington D. C.
Sir

Walter seems more cheerful since our talk with Inspector Burke and I think before long he will let some thing drop. I have been hearing a lot of talk in regard to a Capt Saunders, I understand he is an old timer in the business. He is expected to arrive here in a week or two and I understand he always puts up at this hotel, so I will have a chance to meet him. Have nothing new on the water front to day.

Respectfully,
Ervin W. Stone.

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"AT YOUR SERVICE"

The Travelers

HOTEL
VANCOUVER
BRITISH COLUMBIA

May 21st, 1914.

Richard H. Taylor.
Dept of Labor.
Washington, D.C.

Sir-

Walked along the waterfront but found nothing new. The genral impression is, that our service has steel-pigeons in Chinatown. I have other lines out besides Walter and am keeping in touch with them all the time.

Respectfully,
Emmit W. Stems.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

May 29

V. Allo

May 22 nd, 1914.

Richard H. Taylor,
Dept of State,
Washington, D.C.

Sir

Thro Watten I am getting in with some of the people who own the launches and I think before long I will get some thing good, tho I will have to go slow as I find that when I try to push matters the people close up and won't talk but I'll get some thing in time and will also keep in touch with the long shoreman. My wife has a mother living in Spokane Wash. and she is going there to spend the summer, but wants to come here just as she can buy a ticket

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by the way of Vancouver for the same price, but I dont want her to come here as it would mean three or four days that I would stand little or no chance of getting any information and it might be at the very time I'd miss some thing, I have told her this in my letter and have also told her that you would take me off the job as soon as you knew that she had been here, but she dont think so and in a little to day said she was going to write you and find out, so if she does you will know what I have told her and how I feel about it, I'd love to see her but dont think its for the best at this time, I am feeling fine now and can get around better than when I first came here.

Respectfully,
Ewin W. Stems.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

The Travelers

HOTEL
VANCOUVER
BRITISH COLUMBIA

May 23th. 1914.

Richard H. Taylor,
Dept. of Labor,
Washington, D.C.
Sir.

I will have to again correct the name of the pool room man, its Walton and not Watten, I got the Watten from the telephone directory and I find its incorrect. I also want to tell you why Inspector Ed. Burk wants to keep on the right of Walton, Mrs. Walton is a close friend of the girl that Inspector Burk is stuck on. Walton has a large place and all kinds of people hang out there, he has a poker room also.

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He has taken a liking to me and I know he will tell me any thing he knows in regard to what I am after. He told me last night that he knew an ex sleeping car conductor who had worked for the C.P.R. that had a launch and had done a little work along the Chinese line, Walton said he had not seen him for some time but would try and find out where he is and have me meet him. Walton did not tell me the fellows name and I did not ask him, but I'll get it. I find that I can get more from Walton by telling some thing my self and then let him talk than I can by trying to pump him. There is a gambler who plays at Waltons who knew

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me in the East, but knew me as Jerry and when he spoke to me all called me by that name it helped me with Walter. I have combed the waterfront over but cant get a line on the people who Pat the Longshoreman says are in Seattle with three launch. Jefferson cant get any track of them since he knows most all the fellows around the waterfront. Jefferson told me yesterday that if we did not connect up with some thing by the end of next week that he would have to go to work, but would keep in touch with me just the same. I have been unable to make friends with any of the Chinese so far, and cant get them to talk with me at all, but I'll keep at them.

Respectfully,
Ervin W. Stearns.

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PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

May 25th, 1914.

Richard H. Taylor,
Dept of Labor,
Washington, D.C.

Sir.

Walked along the waterfront but learned nothing new.

Expect to meet some more of the launch people this week, and will also find out where the next sleeping car conductor is now.

Respectfully,
Ervin W. Stern.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

The Travelers

HOTEL
VANCOUVER
BRITISH COLUMBIA

May 26th, 1914.

Richard H. Taylor,
Dept of Labor.
Washington, D.C.

Sir

Jefferson tells me that the man with the launch who are now in Seattle will be back in a short time now, if this is true I will have a chance to meet them and no doubt learn some thing good. Will keep right after the whereabouts for conductor till I find out his name and where he is now.

Respectfully,
Ernest W. Sterne.

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PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

May 28th, 1914.

Richard H. Taylor,
Dept of Labor,
Washington, D.C.

Sir

I made no report yesterday as my assignment became one, it's the only place I have trouble with now.

The name of the conveying car conductor is Walter Stickney, he was discharged from the C.P.R. for theft and from what Walton tells me he has a launch and does some work out of time. Stickney is out of the city now and has been for some time, I fancy that out my self, but so far have not learned his present address. Walton is loosening up a little, but has given me to understand that if he puts me wise to anyone

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PROPRIETORS

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VANCOUVER
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and we pull off any thing that he dont want to be in it, ah the one mix with the U.S. Immigration Service was enough for him, but little by little I am finding out things from him. I have made my self a good fellow with him and have tried to show him I am on the square with him, he left me in charge of his place last night for one hour, so I feel that he is getting to trust me more all the time, I see Inspector Burk most every night and know by the way he talks that Walters is not giving him a double cross for if he was Burk would not say some of the things he does say in regard to him self. I am also keeping in touch with the longshoremen all the time as well as some others.

Respectfully,
Emil W Stefan

JNO. DECKER AND ALEX. BURR
PROPRIETORS

The Travelers'
HOTEL
VANCOUVER
BRITISH COLUMBIA

Jan 5

May 29th, 1914.

Richard H. Taylor,
Dept of Labor,
Washington, D.C.

Sir

Worked along the waterfront but learned nothing new.

None of the launch people I have seen so far look good to me. Waltan is on the lookout for a man he says is "all right" and I expect to meet him soon.

Respectfully,

Ewen W. Stems.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

May 30th, 1914.

Richard H. Taylor,
Dept of Labor,
Washington, D.C.

Sir.

I had a long talk with Walter the pool room man. He told that a man by the name of Pat Lalone had a launch and would be a good fellow for me to know, I asked Walter if Lalone had ever done any work in the Chinese line, and Walter laughed and replyed "let him tell you that part of it, I'll not tell him about the things you have done with". Judging from what Walter said and the way he said it I think that Lalone

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PROPRIETORS

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has worked out of here, but I can tell more after I meet and have a talk with him, As I get to know Walton better he lets on more all the time but he is the kind of a man you can't push any of you do he closes up. Walter is the kind of a fellow who gets cold feet easy, last night when I was talking with him Inspector Bush came in, while I try to appear that I am not listening to their conversation I all way try to hear what is said and I heard Inspector Bush tell Walton that next week he (Bush) and Inspector Hughes who I understand is in the Customs Service were to work in plain clothes to watch some out side fellows, as he called it, After Inspector Bush had gone Walton asked me if

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I heard what Burk said just before he left, I told him no, I did this to see what Walton would say, he then told me, I asked Walton what Burk ment and he said I dont know but he looked right at you when he said it, Walton then wanted to know if I had ever been "hunged" I told him no, and that I have never been punished either, Walton then said, "will before I go any further I am going to find out what Inspector Burk ment", I asked Walton if he would tell me and he said yes I'll tell you all he tells me, I will find out what it is monday.

Respectfully,
Erwin W. Stems.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

June 1st, 1914.

Richard H. Taylor,
Dept of Labor,
Washington D. C.

Sir

Walton the pool room man has been telling me for some time that he would have me meet a Chinaman some day that might do me some good and tonight he has the Chinaman at his place and I met him, his name is Fang Wang. Walton told him I was all right and he need not be afraid to talk to me. I told Wang that I had done some work and was looking for more

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but being a stranger here I wanted to first meet some of the white men who had boats and had done some of the work. I asked him if he knew of any and he said he would find out all he could and let me know tomorrow night, I told him if he would do this that I would take him on any fishing trip of his own for nothing. I also told him that I knew where I could get some Chinamen that I knew how to fill them out and all the Chinamen would have to do would be to give me their pictures. He seemed to fall for my story and I may be able to get a line on something thru him. I also asked him if he knew

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men known any white men here who
did that kind of work and he said
that one year ago last summer there
were two white boys here that did
that kind of work, one was named
Lewis and the other I don't, he did
not know their last names, he
told me there two men would have
the Chinamen pay their fare from
here to Montreal and then there
were put in freight cars at that point
and taken to the States, but I think if
his story is true that they were taken
to some point near the line, I asked
him where these boys were now and
he said the last he heard of them
they were in Texas, I asked why they

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PROPRIETORS

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did not use boats out of here and he said they were afraid to. I dont know just what to think of his story, but I will string him along and see what I can get. The Chinese here are all so dumb and have to make insurance; I think this is due to the fact that they dont mix with the white people here as much as they do in some parts of the States. I also told Wang not to say a word to any one he did not know was all right, for if he did we would be watched and caught. Walton also told him to be careful. Inspector Busk did not come around to night so Walton was unable to find out what he went the other night but will do so later. I found out that some Sucks who have a shoeshine stand in front

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of Walton were making counterfeit money in his basement, at first I thought may be he was in on it, but to day he told me his father who looks after the pool room in the morning has been stuck with bail quarters and halves, then I told him what I knew and that the best thing for him to do was to tell the police, he wanted me to see the police also but I told him the less I have to do with them the better I was off and that as long as he has a good game he has better than three fellows up and got a better stance in with the police, he did so and never mentioned me to them, he also left me in charge of the pool room while he went with the police to point out one of the men, I am telling you this just to show you that I stand in with Walton

JNO. DECKER AND ALEX. BURR
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The Travelers
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VANCOUVER
BRITISH COLUMBIA

Enclosed please find my expense account for May.

Respectfully,
Ernest W. Stems.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

"AT YOUR SERVICE"
The Travelers
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VANCOUVER
BRITISH COLUMBIA

June 2 nd, 1914

Richard H. Taylor,
Dept of Labor,
Washington, D.C.

Sir.

Fang Wang met me to night at Waltons and I think I am getting the real dope now. Wang tells me there is a man who is an ame of the C.P.R. boats that run between here and Seattle who takes China boys over for $250 to $300 a head. Wang tells me he has seen this man and has talked to him and that he knows this man has taken over a lot of China boys in the

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last few years, Wang says that the fellow has a good job on the boat as he is a good entertainer a sport. Wang is to find out for sure the name of the boat and the mans name and what he does on the boat, he is to see me again either on Saturday or monday night and then he will have all the facts. I have heard this before both from Walton + Heffernan but had never been able before to get a line on it but I think I am going to now. Wang said he talked to some of his friends about going on a launch but they told him they have nothing go with this men than on a launch as they think it is safer. I now

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learn that the man with a boat who Wong was talking about last night is this same man and the boat is one of the C P R line. Its very hard to understance Wong and to make him understand me and for that reason I did not get the right story last night. I told Wong to be careful and to let no one know why he wanted to get the name right name and the name of the boat, but as soon as he got it I would make friends with the man and fix up a deal with him to take some of the Chinamen on his ship along at the same time and would not charge them

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for it. Wang wanted to know if I would "Sue do this for him" and I told Walton over and Wal ton told Wang that what ever I said was all right and that he could trust me, this seemed to just Wang mind at rest and I feel that I will get some thing good out of it. If they still insist the boats at Seattle the way they did some years ago its little wonder that this was be done, I took a deposit to Seattle in July 1908. I wanted to see and learn all I could in regard to the way the work was done by our men and also the acting Inspector in charge to be glad to go with our men and ask questions of them, he told me to go, and told the men to show me all

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VANCOUVER
BRITISH COLUMBIA

there was to see, and one of the things was the mustering of the Chinese crew on the boats that run from here, and this was the way I saw it done.
The Inspector once I went aboard of the boat and we shown into a cabin then a bottle of Scotch and some cigars were brought in, we each had two drinks and both took cigars, after a while I asked the Inspector when he was going to muster the crew and he said, "Oh hell you get used all right by these officers on these boats and you have got to treat them right they are no use and it don't get you any thing to use them or mad," I remember the Inspector had a piece of paper once I think the names of the crew were on this paper, but all the

JNO. DECKER AND ALEX. BURR
PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

inspecting that was done as far as I know was the Scotch and cigars. I'll play this Chinaman for all I am worth and see to and get a line on this man he speaks of also any other that I can. I am trying to find out if there are any more R.N.R. men doing work out of here also but take it all in all it now looks as tho I was going to get some thing good. I hope so any way, and will use every means I know how to get it.

Respectfully,

Ervin W. Sterns

P.S. Inspector Bunk phones Walton tonight in regard to his visit, but Walton has not seen Inspector Bunk to talk to him but will find out what he wants this evening and let me know.

E.W.S.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

June 3rd 1914.

Richard H. Taylor,
Dept of Labor,
Washington, D.C.

Sir

Walked along the water front but found nothing new.

Walter the pool room man was off to night so have not yet learned who Inspector Burk is watching.

Respectfully,
Ernie W. Stone.

JNO. DECKER AND ALEX. BURR
PROPRIETORS

Jan 11

June 4th, 1914.

Richard H. Taylor,
Dept of Labor.
Washington, D.C.

Sir

your letter of may 30th received. My wife is now in Spokane with her mother I told her I would try and arrange it with you so I could go both that way. In regard to Inspector Burk I am positive that he is not marked, I asked Walton right after I first met Burk if he thought a deal could be fixed with Burk and Walton told me then that Burk was not marked and if I wanted to keep out of trouble not to say a word to him along those lines, the reason Walton sent for Burk was, to find out if

JNO. DECKER AND ALEX. BURR
PROPRIETORS

"AT YOUR SERVICE"
The Travelers
HOTEL
VANCOUVER
BRITISH COLUMBIA

we could from Burk, if the U.S.
Immigration people have steel-pigeons
here in Chinatown, and from what
Burk said the Inspector who fainne
these Chinamen have no information
before hand. In case Burk have said
they did have steel pigeons Walton
was not going to help me in anyway
for fear of getting himself in trouble.
Inspector Burk hangs around Walton
on account of the girl he is trucking
Mrs. Walton and the girl are close
friends and from what I can gather
I think some other fellow has set in
on Burk and he is trying to get
Walton to boost his game for him.
I dont think that Burk knows just
the kind of a man Walton is.
In regard to the last man said

JNO. DECKER AND ALEX. BURR
PROPRIETORS

to be in Seattle, I am keeping a close watch in hopes to find out some thing if she come back here, Jefferson has a friend who is a longshoreman and he who will let him know when she does come back, the fellow known as Pat who I think in a way is mixed up with them is now working in a lumber camp north of here, I know this for a fact. I saw Walton come to visit for this China man Wong si, I have told Walton that I wanted to meet some Chinaman who he knew in this night, Walton have told me that some time he would like me meet one that he knew and he know to be right, Wong used to work for the sporting woman

JNO. DECKER AND ALEX. BURR
PROPRIETORS

who Walton set up in business once at the time she rolled a fellow for $1000. once Walton got her over the line this Wong stood pat in regards to Waltons knowing any thing about the $1.000 and I understand it helped Walton out, I feel sure that Wong is telling the truth in regards to this story about the man on the C.P.R. boat, and we can no doubt stop a big hole up here by getting them. I am sure there must be more than one man in it as it would seem impossible for one man to get away with any thing like that on so large a boat, Wong says the Chinamen were put in the engine room. Both Walton and Hepburn have told me

JNO. DECKER AND ALEX. BURR
PROPRIETORS

before that they have hiance that this had been done, but I have never got any hint on it up to the time I met Wong, in fact you hear all kinds of stories in regard to how they use to do things but I've got a hunch that some thing will come from this, Wong is very anxious to go to the States but is like, once in telling him I would take him for nothing never to make a bet with him together with Walter telling him that what ever I told him was right, boy we you can depend on me doing all I can to get the right dope on it.

Respectfully
Ennis W. Stems.

ER AND ALEX. BURR
PROPRIETORS

The Travelers'
HOTEL
VANCOUVER
BRITISH COLUMBIA

June 5th, 1914.

Richard H. Taylor,
Dept of Labor,
Washington, D.C.

Sir

Walton told me to day that Inspector Burk was working this week at the line and his story about watching some "anti sick people" was what all I learned nothing new to day.

Respectfully,
Ewin W. Sterns.

53788/1 June 15, 1914.

Inspector in Charge,
Immigration Service,
Jacksonville, Fla.

4

In reference to your letter of June 10th, addressed to Inspector Richard H. Taylor, your attention is invited to a letter of the same date forwarded to you, in which the detail of Inspector Isaac H. Vincent to marine duty on the west Florida coast is directed. You have also been notified of the appointment of S. D. Newton, and there would appear to be no necessity for Inspector Vincent going to New Orleans to assist in delivering the "Corinthia" to Tampa, as the boat would be in charge of the pilot in any event. In the case of Inspector McGregor it was different, as he was to be master and pilot of the vessel. After Inspector Vincent takes charge of the work to which he is specially detailed, of course the pilot will take the boat to any point where its services are required.

EXACT COPY AS SIGNED BY E. H. LARNED
MAILED 6/15 BY

ROD-EVH

Acting Commissioner-General.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
JACKSONVILLE, FLA.

188/1

No. 16-C/52. June 10, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 13 1914

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, New York.

On arriving here from Key West your letter of the 3rd instant was handed me. While in Key West I had a long talk with Inspector Vincent. He is ready to take charge of the "Corinthia" as soon as he receives his detail from the Bureau. Under date of the 16th ultimo, in response to a request from the Bureau, I recommended that Inspector Vincent be detailed to have charge of the "Corinthia" for a period of three months, for scout duty along the west coast of Florida, and on May 22nd I recommended the appointment of Mr. S. D. Newton as pilot in connection with this matter. I have heard nothing from the Bureau regarding either Vincent's appointment or the appointment of the pilot, except that the Bureau wrote a short communication under date of the 4th instant, transmitting, for the information and guidance of Inspector Vincent in connection with his detail aboard the "Corinthia", certain papers which it had received from you.

Referring to the second paragraph of your letter of June 3rd, it occurs to me that the "Corinthia" can render the best service along the coast of Florida and Alabama from Carrabelle, Fla., to Mobile, Ala. While I do not know what your views and those of the Bureau are in connection with this matter, it

seems to me that unless there is some reliable way of securing information from Kingston, Jamaica, and other places at which Chinese are likely to embark for the purpose of smuggling into the United States, the prospects of any good results would not be very encouraging. With advance information of this kind, the "Corinthia" could be used for boarding purposes before the Chinamen would have the opportunity of escaping from the vessel.

I presume that it was the original plan of the Bureau to have Inspector McGregor join the "Corinthia" at New Orleans and direct its transfer to this district. Now that the plan has been changed, and it has been recommended that Inspector Vincent have charge of the "Corinthia", I do not know whether the Bureau contemplates having Inspector Vincent proceed to New Orleans and take charge of this vessel, or to have some other person conduct the vessel to some point in this district with the understanding that Inspector Vincent should join the vessel at that place. I presume the Bureau's letter of detail will cover all of these points. A copy of this letter is mailed to the Bureau today.

Exact copy as signed by THOS. V. KIRK.

JWH

Mailed _____ by _____

Inspector in Charge.

OFFICIAL COPY respectfully referred to Commissioner-General of Immigration, Washington, D. C., for his information.

Thos. V. Kirk,
Inspector in Charge.

June 11, 1914.

For correspondence between the Bureau and Inspector Richard H. Taylor concerning the purchase of a motor boat for use in connection with Chinese smuggling operations ~~xx~~ at Detroit

SEE FILE No. 53775/253

52.875

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF _____

CONFIDENTIAL. PORT OF Buffalo, N. Y., June 8, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 10 1914

Commissioner General of Immigration,
Washington, D. C.

The Bureau is respectfully advised that 1023 Chinese entered Canada through the Port of Vancouver during the month of May, 1914, 633 of which number paid head tax; for the same period 264 passed through in transit to Jamaica and 134 to other points in the West Indies, South and Central America.

788/1

Richard H. Taylor.
Immigrant Inspector.

RHTIS.

IN ANSWERING REFER TO
No. 16000/636

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

June 6, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 8 - 1914

Commissioner General of Immigration,
Washington, D.C.

Referring to Bureau letter of June 1st, No.53775/77, and especially to that portion of said letter advising that "the Bureau does not believe there is such a volume of immigration via New Orleans to justify the appointment" of additional watchmen to assist in the searching and guarding of vessels, I respectfully have to state that it was not my intention to recommend the appointment of additional watchmen for the purpose indicated, but to point out for the Bureau's information other possible avenues for the illegal entry of contraband Chinese at this port, and to emphasize the necessity for maintaining the minimum number of watchmen as originally directed by the Bureau, necessary for the safeguarding of aliens in detention and the proper protection of the station and grounds. It is true that the volume of immigration through this port is not heavy, but during the past month there have been as many as eighty-four in detention for several days, and never less than 39 any day during that time. Watchman Lejeune is now on annual leave, which reduces the force at the station proper to three men.

It is desired to know whether or not, under these conditions and in view of the last paragraph of the Bureau's letter of June 1st, the watchmen assigned to duty under Inspector Brough are to be used at the station proper at my discretion.

Commissioner.

SER/GAM

Continued

from

5 3788

1 — F

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

No. 53788

SUBJECT:

1-A

14—349

4

CONTINUED UNDER

53788-1-9

HEREAFTER

No.309-11

Buffalo, N.Y., May 23, 1914.

Inspector in Charge,
U.S. Immigration Service,
Port Huron, Michigan.

With a view of keeping a close watch on the movement of Chinese into and out of London, you are requested to instruct officers visiting that city for the purpose of meeting trains to arrange with conductors and others to advise them when Chinese come to or go from that city, and transmit to me, immediately upon receipt, any and all information received in connection therewith for use in connection with similar information received from other sources.

In accordance with Bureau instructions, you will kindly furnish me, in the future, with a copy of all correspondence sent by you in connection with Chinese smuggling operations in your district or elsewhere.

Sig. Richard H. Tayler,
Immigrant Inspector.

Address: Castle Inn,
Buffalo, N.Y.

RHT-IT.
Official copy respectfully forwarded to the Bureau and Commissioner of Immigration, Montreal.

Immigrant Inspector.

RHT-IT.

CONFIDENTIAL.

No. 209/11. Buffalo, N.Y., June 23, 1914.

Inspector in Charge,
U.S. Immigration Service,
Port Huron, Michigan.

Adverting to my No. 209/11, dated June 15, 1914, and other correspondence regarding the employment of informant Davis, beg to advise that it will be necessary for me to go to the Pacific coast at once and, in order to facilitate settlement of blue voucher in the latter's case, you will attach a letter thereto addressed to the Bureau, through official channels, requesting departmental authority for the payment of the amount "for assistance rendered and confidential information" as stated in my letter, setting forth the nature of the assistance rendered and information furnished, and also requesting that in order to expedite payment of said amount, departmental authority be attached thereto and same passed for settlement.

You are advised that the information already furnished by Davis has been verified through other sources which establishes his ability to furnish correct information.

The breaking up of Chinese smuggling operations out of London by means of box cars is going to be left to you and I am satisfied good results will be achieved. Send me copies of all correspondence and follow previous suggestions regarding the furnishing of information to officers at other points through which Chinese are to be smuggled.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.
Address: Hotel Rector,
Seattle, Washington.

No. 309/12. Buffalo, N.Y., June 22, 1914.

Inspector in Charge,
U. S. Immigration Service,
Port Huron, Michigan.

Receipt is respectfully acknowledged of your No. 55/HSD, dated June 20, 1914, regarding D. L. & W. freight car No. 33762 which passed through your station at 9 o'clock last Sunday morning, in which four Chinese were subsequently found upon its arrival in Chicago.

The fact that these Chinese were not discovered at the time the car was opened and inspected at Port Huron shows that contraband Chinese can be secreted in places least suspected. It is noted that in the future these inspections will be made in a manner which will preclude the possibility of Chinese being overlooked.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

Department of Commerce and Labor
U. S. IMMIGRATION SERVICE

Jun 21

OFFICE OF Inspector in Charge.
PORT OF Port Huron, Mich.

No.55.
H.G.D.

June 20, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

I have been compelled to be absent from my official station the greater part of yesterday and the day before on account of tending United States Court at Detroit. I have, therefore, not been able to keep in close touch with Chinese matters at Port Huron during the time mentioned. While in Detroit I called at Inspector in Charge Frick's office and learned from him that four Chinese had been taken from a car, DL & W 33762, in the Grand Trunk Robey Street yards of Chicago on the evening of Tuesday, the 16th. This car was loaded with cream separators and passed through this port on Sunday morning about 9:00 o'clock. It was also opened by customs officer in the yards here, and entered. I regret to say that the examination of this car was not made in a thorough manner, yet under the circumstances under which the examination was made should be taken into consideration before censure, if any, is places on officers at this port. The car was in a manifest (fast freight) train, and during the entire time it was in the yards here an engine stood on the train waiting until the customs officers were through with their examination of it. I, myself, was present at the time it was opened and while I did not enter it, it was entered as above stated by customs officer. The car was loaded to the roof and it seemed physically impossible for any one to work his way into it, yet, it seems that there were four Chinese concealed in it.

The only thing further that can be said in the matter is that you may rest assured that there will be no more superficial examinations of freight cars made at this port.

Earl T. Cox

Inspector in Charge.

CONFIDENTIAL.

No. 309/12. Buffalo, N.Y., June 22, 1914.

Inspector in Charge,
U.S. Immigration Service,
Port Huron, Michigan.

Receipt is respectfully acknowledged of your No. 55-HDH, dated June 20, 1914, advising that William A. Davis was engaged for confidential work in the vicinity of London, effective June 17, 1914, and recommending that he be paid $60 per month. The latter is satisfactory and you can make his vouchers read accordingly.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

Department of Commerce and Labor
U. S. IMMIGRATION SERVICE

OFFICE OF Inspector in Charge.
PORT OF Port Huron, Mich.

No. 55.
H. G.D.

June 20, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

Referring to your file No. 309/12, your letter dated June 15, 1914, relative to employing Mr. William A. Davis of London, Ont., for confidential work in Chinese matter.

I was in London on Wednesday evening, on the 17th, and had a personal conference with Mr. Davis. He was questioned carefully as to his affiliations with railroad men and London, and I impressed upon him in an unmistakable manner, the necessity of his doing the work in strict secrecy. Mr. Davis was formerly employed as fireman for the Grand Trunk Company at London, This was about four or five years ago. He resigned his position with the railroad company and has since been employed at odd jobs in and around that city. As stated to you in former letter, I have known him for the past six or seven years and have always found him trustworthy and I am thoroughly satisfied that he is honest and capable, and I, therefore, employed him. He entered upon his duties on the evening of the 17th. He was not satisfied with the compensation at $50 per month and I told him that while I did not have authority in myself to increase it, I would, nevertheless, recommend that it be increased to $60 per month to start with.

At the time I was in conference with Mr. Davis, he informed me there had arrived in London six Chinese from the East. These he had traced to a Chinese Laundry near the depot. I told him to keep tab on them and to

report by phone in case any of them moved. He also reported on the 15th, that two Chinese came to London from Windsor, on train No.16, walked up town and left on train No.6 with tickets for Niagara Falls, Ont. The description of these two Chinese as follows: One well dressed in grey suit and heavy build, the other in cheap clothes. I mpx expect to see Mr. Davis at London this evening and will report further in regard to result of my conversation with him.

Earl F Cox

Inspector in Charge.

CONFIDENTIAL.

No. 309/12. Buffalo, N.Y., June 22, 1914.

Inspector in Charge,
U. S. Immigration Service,
Port Huron, Michigan.

Receipt is respectfully acknowledged of your No. 55/HED, dated June 21, 1914, concerning information furnished by informant Davis.

In view of the fact that Davis appears to be in a position to keep you advised regarding the movement of the smugglers and the Chinese, it would appear that further inspection of freight cars by your officers would be unnecessary at this time, except in cases where you have advance information that Chinese have been loaded in a particular car or train.

In the future you will please wire the officer in charge of the district concerned all information received regarding the movemsnt of Chinese smugglers in cases where time is a factor, without disclosing the identity of informant Davis or the source of your information, and mail me copy of such telegrams.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

Department of Commerce and Labor
U. S. IMMIGRATION SERVICE

Jun 22
Buffalo
Niagara
Advise

OFFICE OF Inspector in Charge.
PORT OF Port Huron, Mich.

No. 55.
H.G.D.

June 21, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

I had a brief interview with Mr. Davis at London, Ont., yesterday, He informed me that on Thursday, the 18th, a Chinaman accompanied by a white man arrived at London from Windsor, proceeded up town for a few minutes returned to the depot and purchased tickets for Niagara Falls, Ont., The Chinaman is described as a short heavy set, well dressed fellow and spoke good English. Davis says that he got so close to them that he heard part of their conversation. The Chinaman remarked that "He had to get through to California." The white man replied, "Don't be uneasy, I will get you through all right." The white man is described as being about 45 or 50 years of age, gray hair, gray mustache, prominent gold filling in his teeth and somewhat plainly dressed. I learned also, that Mr. Davis knows alleged smugglers Ouellette and Hack, they having been employed in the yards of the Grand Trunk Railroad Company during the period that Davis was there employed. He does not know Stoneburg and Stevens, but stated that he thought he could identify Stoneburg as the man he has seen frequently around Chinese resorts and the Grand Trunk yards in London. The above report relative to the Chinese person arriving at London and departing for Niagara Falls, Ont., may be considered as a corrected report of the one forwarded you yesterday, yesterday's report reading "two Chinese." The information send you yesterday was from telephonic concersation received at the office during my absence

and was in some manner jumbled so as to read two Chinese instead of one Chinaman and a white man.

We are still endeavoring to examine all freight cars arriving from the east. Our men, however, are well nigh exhausted physically, and I fear that we will have to abandon this part of the work and trust to having it done by Customs Officers or others.

Earl F Coe

Inspector in Charge.

Department of Commerce and Labor
U. S. IMMIGRATION SERVICE

Jan 20

OFFICE OF Inspector in Charge.
PORT OF Port Huron, Mich.

No. 55.
H.G.D.

June 20, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

The following is a report received from Inspector Edwin Petit, of St. Clair, Michigan, relative to Chinese situation in and around that town.

"Earl F. Coe,
Inspector in Charge,
Port Huron, Mich.

Sir:

Yesterday I went to Marine City, Robert's Landing, Algonac and Port Lampton and Walpole Island. I cannot find of any movements of Chinese or of any being seen at any place. I went to Walpole Island to see the Canada Customs officer who gave me the information that a launch was landing Chinese on Belle Island. He knew nothing more only that the Canadian Officers were on the lookout for this launch as it is suspected of being used to smuggle goods to Canada. He has not received the description any more than it is painted drab and housed in forward.

Respectfully,
Sgd. Edwin Petit,
Immigrant Inspector"

Earl F. Coe
Inspector in Charge.

Jun 15

Inspector in Charge.

Port Huron, Mich.

No.55.
H.C.D.

Commissioner of Immigration,
Montreal, Canada.

On Thursday evening, June 11th, I was notified by telephone by Inspector in Charge Frick of Detroit, that Red Stevens and one Hack, Chinese operators of Windsor, had left Windsor with three Chinese persons for London, Ont., where the Chinese would be loaded into freight cars and efforts would be made to get them into the United States through this port. The destination of the Chinese was given as Chicago, Ill.

While we had been doing about everything possible to detect unlawful entry of Chinese through this port, we redoubled our efforts on receipt of this information and since Thursday night, every car that has entered at this port, other than those which were hermetically sealed, has been entered. We have not found any trace of Chinese or have we found any evidence indicating that any seals have been tampered with or any cars entered. I have given the matter my personal attention and have been on duty almost continuously since Thursday evening, but as above stated we have not found any Chinese. I find the duty of opening box cars is very irksome, especially when it is added to my other duties, and it has occured to me that there should be employed for the specific purpose of examining cars, two or three inteligent able bodied laborers. There is no question as to the consistency and necessity of examining all freight cars entering from Canada, but unless every car is examined one cannot feel assured that there are no Chinese entering in this manner.

Inspector in Charge.

No. 209/12. Buffalo, N.Y., June 15, 1914.

Inspector in Charge,
U. S. Immigration Service,
Port Huron, Michigan.

Receipt is respectfully acknowledged of your No. 55/HGD, dated June 14, 1914, regarding the smuggling of Chinese through your port in freight cars and the means employed to prevent same, and it is a pleasure for me to note the energetic manner in which you have taken up this work. I appreciate the fact that the work of opening and searching sealed cars as you are doing is both irksome and onerous, and it is to be hoped that the necessity therefor will soon be obviated. The smugglers can and must be detected in the act of leading these Chinese into thecars and, with that object in view, your suggestion to employ an active and trustworthy man at London is approved. Please have a personal conference with William A. Davis, mentioned in your letter, at a time and place where the meeting would be in strict secrecy, and question him closely as to his affiliations with railroad men in London, bearing in mind that those who are handling Chinese are ex-railroad men, and if you are thoroughly satisfied bshis honesty and ability, put him to work at once. Regarding his compensation, $50 a month would probably be satisfactory to him. Figuring on this basis, at the end of the current month make out a blue voucher in his favor:

"For assistance rendered and confidential information furnished during the month of June, 1914, ----------

and forward it to me with request for Departmental authority covering same.

This is preferable to having him appointed as a special agent, which practice has been followed in some instances. If Davis is put to work you must impress upon him the necessity for absolute secrecy. No one, friend nor foe, outside of yourself must know that he is working for this service. If necessary, as an excuse for his presence in such places, he might do odd jobs around the depot or elsewhere. He must secretly watch the incoming trains and when Chinese are landed trail them to their destination in a way that will avoid suspicion, and keep them under surveillance with a view of knowing just when they are moved and what disposition is made of them. If they are placed in a car he should get the name and number of the car and route over which it is to travel and notify you by telephone. This method is selected because it is easier to keep track of the Chinese than it is of the white men who have them in charge. You should arrange for him to communicate with you by 'phone at any hour of the day or night. Impress upon him the fact that the local police of London are not in sympathy with the efforts of this service to locate cars in which Chinese are placed and for that reason they should be avoided.

Please take this up at once and advise me fully.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

Department of Commerce and Labor
U. S. IMMIGRATION SERVICE

OFFICE OF Inspector in Charge.
PORT OF Port Huron, Mich.

No.55.
H.G.D.

June 14, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

The following is a report of the work done at this station for the week ended yesterday June 13th, in our efforts to apprehend Chinese who might be coming into the United States by the medium of freight cars. I would state that in connection with this work, that we have not enough men here to examine at all times, every car that enters. We have, however, examined every car which may have possible passed through London, Ont., after dark during which time it is assumed the Chinese are loaded. In other words we have examined all freight cars entering this port between the hours of 1:00 A.M. and 10: A.M. Report of men assigned to this work follows:

June 8th. First train 17 cars arrived 12:15 A.M. Seals broken by customs officer. Everything O.K. Second train 3:00 A.M. 35 cars, mostly empties. Broke seals. Ice tanks all examined.
June 9th. Two trains between 12 midnight and 5:00 A.M. Empty refrigerator cars all examined.
June 10th. First train 1:30 A.M. mostly empties. Second train 2:00 A.M. All cars examined.
June 11th. Two trains. All examined.
June 12th. Two trains. All examined.
June 13th. First train 1:30 A.M. all refrigerator cars empty. Second train through from Vermont. All seals broken. Every car examined. Third train mostly tobacco cars. Doors all hermetically sealed. Fourth train, coal in box cars, marble and hides, Dead freight. Every car entered and all refrigerators empty.
June 14th. First train 2:15 A.M. Loads from Vermont. Second train 3:00 A.M. Loads. Dead freight. All examined.

In connection with examining cars at this port I would like to state that the work is onerous. At present I am short one man from our

regular number and have always needed another one. You will, therefore, see that in order to do the work as outlined briefly in the above report it falls heavily upon them. Personally I have been on duty practically continuously since last Thursday morning. I am not complaining as to myself but do not feel that the men here should be called upon to do such work or be held responsible for Chinese who by some inforseen circumstance succeeds in getting past us at this port. It seems to me also that a young active and trustworthy man at London, Ont., would be of great value to our Service. He could be employed there for the purpose of obtaining information in regard to loading of Chinese persons into cars leaving that city. I am so confident of the good that would be the result from such arrangement that I have spoken to a young man whom I have known for the past 6 years and who, now resides there. He is at present employed as a teamster, was formerly employed as a fireman in the yards at London, was born there and always lived there. He is, therefore, well acquainted with the city and is willing to undertake the job. His name is William A. Davis and he resided at 104 Tecumsea Street. I have told him that I would submit the matter to you and as I have stated before, I believe that he could deliver the goods. I believe in the necessity and consistency of examining all freight cars entering the United States. The work must be done, however, in a thorough and systematic manner, and I believe that two or three able bodied laborers employed for that specific duty would produce results.

Earl F. Coe

Inspector in Charge.

June 1

Inspector in Charge.
Port Huron, Mich.

No.55
H.C.D.

May 31, 1914.

Commissioner of Immigration,
Montreal, Canada.

We have kept up our watch and inspection of freight cars entering at this port, every night during the past week but have found no evidence either of Chinese or of tampering with seals or car doors. All cars which could be entered without breaking the seals, were entered and carefully examined. All cars which might have possible been entered through end doors were also examined as were all cars having doors held with cleats, but as said before, no evidence of Chinese concealed in any of the cars was found, nor were any indications discovered where seals had been tampered with.

This work as performed by our force, is simply a repetition of the work performed consistently and faithfully by the Customs officers at this port. I find, from personal connection with the work, that is is physically impossible to enter all bonded and sealed cars arriving here, simply because we have not enough men to do the work in the brief time cars remain in the yards. Perhaps the majority of the cars arriving here are all comparatively new construction with steel frames and steel standards. I find that it is impossible to enter these cars without breaking the seals, and our work, was therefore, confined to the careful examination of such cars as it was deemed possible to enter otherwise.

As above stated this work is simply a repetition of the same work that is performed by Customs officers, and even at that it is performed with

more or less difficulty because of lack of men to do it. I feel, therefore, that it is fruitless to continue it for the reasons stated, and because of the fact that all members of our force are now working over time because of the absence of Inspector Rutledge. I have given the matter most careful attention and feel that the Customs officers here do everything possible to prevent the unlawful entry of Chinese into the United States through the medium of freight cars.

EXACT COPY AS SIGNED BY Ernest Coe

MAILED 7/31/14 BY E.T.C.

Inspector in Charge.

Copy forwarded to Inspector Richard H. Taylor at Buffalo, N.Y.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 20

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA.

EED

No.10889.

May 19th, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
C/o U. S. Immigration Service,
Buffalo, N. Y.

Dear Mr. Taylor:

Enclosed is copy of a letter received yesterday from the Inspector in Charge at Port Huron, which explains itself.

It will be noted that there were 15,000 cars passing through Port Huron last month, from the east, and of course you are aware this is the record elsewhere at important ports of entry along the Canadian border. To make a search of bonded freight cars for contraband Chinese will certainly require that our force of inspectors be largely augmented.

Commissioner.

(Encl.#23483)

May 20

Inspector in Charge.

Port Huron, Mich.

May 16, 1914.

No. 55.
H.C.D.

RECEIVED
MAY 18 1914

Commissioner of Immigration,
Montreal, Canada.

I am just in receipt of the following from the Inspector in Charge at Detroit, Michigan;

"You are advised that an attempt was made on the night of May 9th, to smuggle six Chinese into the United States through Port Huron, by means of having the Chinese placed in a sealed box car. Lorne Stoneberg and "Red" Stephens brought four Chinese from Toronto to London, where they were joined by two Chinese taken from Windsor, and when an effort was made to place the Windsor Chinese in the car they objected, and the noise directed the attention of the railway officials to the smugglers, compelling them to abandon their attempt. The Toronto Chinese were then returned to Toronto, and the Windsor Chinese were brought back to Windsor.

You are advised that "Red" Stephens left Windsor at 2 A.M., this morning, for Toronto, and his purpose in going there is undoubtedly to arrange for another party of Chinese to be smuggled into the United States. For your information you are advised that Stoneberg and Stephens are operating together, and their mode of operation is by means of sealed box cars, the Chinese being loaded at London, and entering U.S. through Port Huron."

With a view of preventing the success of Stoneberg and Stephens plans to smuggle Chinese into the United States through this port, I have conferred with the Customs Officials here and I am assured of thier most hearty co-operation in the matter. Unfortunately, however, the Customs force at this port is limited merely to enough men to cover daily asignments to duty. There is but one customs official detailed for the purpose of examining cars arriving at Port Huron via the Tunnel, that is, one man to each eight hour shift during a day. Las month there were 15,002 cars received here from the east. Of this number practically two fifts were loads bearing either bonded or transit seals. The remainder were empties. There are, therefore, practically 500 cars

arriving here daily which must be examined thoroughly in order that we may be sure that none of the cars are carrying contraband Chinese. Our own force is limited, also, to just enough men to cover our various asignments. As above stated, the Customs Officials will give us their hearty co-operation, but at the same time, we cannot help but feel the fruitlessness of even attempting to examine all of the cars entering at this port with the force we now have. I can only assure you that I will do the best that I can, and that the Customs Officers will co-operate with me as best they can. I feel that if a systematic search of all freight cars entering the United States at this port is to be made, there should, immediately, be detailed to this port at least two officers who can be used exclusively for that service.

EXACT COPY AS SIGNED BY Earl Hoe

MAILED 7/16 BY

Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF _____

No. 309/3

PORT OF Buffalo, N.Y., June 22, 1914.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found reports and copies of correspondence regarding Chinese smuggling operations in District No. 5.

With the exception of an occasional arrest of Chinese found to be illegally in the United States, there is nothing to indicate that Chinese are being smuggled in at that port.

Richard T. Taylor.
Immigrant Inspector.

RHT-IT.

U.S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

No. 1666-C.

OFFICE OF THE COMMISSIONER
BALTIMORE, MD.

April 7th, 1914.

Inspector Richard H. Taylor,

c/o Bureau of Immigration,

Washington, D. C.

This is with reference to confidential and official instructions contained in Bureau letter No. 53620/309, of the 3rd instant. To begin with I am exceedingly pleased that you have been put in charge of this work, and you may be rest assured that you will be thoroughly informed of every instance that comes to the knowledge of this office in connection with the introduction of contraband Chinese.

Since the exciting times in the office about three years ago over Chinese smuggling, so far as I or any officer under my jurisdiction have knowledge, there has been very little if any smuggling through this port. Inspector Archibald, who attends to my Chinese work, and is in Washington quite frequently is of the opinion that there are a number of young Chinese in that city who likely may have been smuggled into the United States, and eventually drifted to Washington, because of the feeling that has prevailed that Washington is a safe jurisdiction for Chinese.

Chin T. Coy is still with us, and I believe most dependable. He tells me that he is in Chinatown a great deal, and is always on the look-out for new Chinamen in the city, but has not heard of any being smuggled in for a long time. Inspector Archibald's letter to me on this subject is inclosed, answering the queries which the Bureau letter propounds in its third paragraph.

Benjamin Sherman
Commissioner

bns/lrf
Inc#31241

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
BALTIMORE, MD.

No. 1666-C. April 7, 1914.

Commissioner of Immigration,
Baltimore, Md.

I have by your reference Bureau letter No. 53620/99, of the 3d instant, and on the subject matter thereof beg leave to state as follows:

After reflection, I can not say that any one Chinese or firm in this district is suspected by me of being engaged or involved in the smuggling of Chinese, with the possible exception of Chin Bing, or Charley Bing, who, until the last few months, was the principal operator of the Chinese restaurant at No. 518 9th St., N.W., Washington, D.C.

A reference to our file No. 1362-C, (Bureau file No. 53668/1), will disclose that on April 18, 1913, the Bureau informed this office of a rumor extant that 3 young Chinese, relatives of Charley Bing, were then in Canada, and would soon turn up in Washington. Investigation disclosed that 3 ypung Chinese were at that time under arrest in Detroit, Michigan, having been smuggled from Canada in a freight car; that several members o f the Chin family in Washington, to which city the three ultimately were destined, had sent Charley or Chin Bing to Detroit to engage counsel, and to do his best to free them.

However, his assistance was not particularly efficacious, as the three were ordered deported. Returning to Washington, Bing is said to have seen Attorney Creed M. Fulton, and it tentatively was planned that the latter should go on to Detroit, if necessary, with Bing. However, the arrested Chinese and their relatives decided not to appeal, thinking it useless, so that Bing did not return

to Detroit.

In spare moments, in hurried trips to Washington, I have frequently visited the restaurant at 518 9th St., N.W., in order to ascertain if any new employees of a youthful or green looking appearance would be found, but this was without definite results.

Charley Bing seems to have no definite or fixed occupation at present, but in the several arrest cases made by me in Washington during the past year, in which Attorney Creed M. Fulton has been retained by the defense as counsel, the above named Chinese nearly invariably is found present at hearings, and seems to have located and produced the witnesses. This is true of a case now pending in the District Courts.

A. R. Archibald
Immigrant Inspector.

ara.

309-3

May 30

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
BALTIMORE, MD.

No.1666-C

May 28th, 1914

Inspector Richard H. Taylor,
c/o Bureau of Immigration,
Washington, D.C.

In accordance with instructions contained in Bureau letter of April 3rd,1914, No.53620/309, there are submitted herewith copies of correspondence which this office has had recently with the Bureau in reference to Chinese in Washington said to be unlawfully in the United States.

While the enclosed data does not relate specifically to smuggling, nevertheless, it is thought the same may be of service. The outcome of the cases will be reported in due course.

Louis Hoffmann
Asst Commissioner

gam
inc#31973

No. 53668/15. May 12, 1914.

Washington, D. C.
May 7, 1914.

Mr. Caminetti:
Dear Sir:

I would like for you to send an Inspector to the corner of 12th and Q St. N. W. as a Chinaman has been smugle over in this country last week and there is another one at 504-10 St. N. W. and also another one on E St., between 6th and 7th St. N. W., these one has been smugle over in this country lately but there is two more;that has been smugle over on this country some time ago that live in this city for some time they went away onse but they esme back Wednesday May 6 and they are now living here one lives on C St. between North Capitol and first St. N. W. and the other one lives on 10th St. between G and H St. N. W. Mr. Caminetti, when you send the Inspector to get these Chinesmen, let the Inspector go in by hisself, becmse if these Chinamen see the Chinese Interpreter with the Inspector they will know what up and they will steal out of the back way and run away.

Yours truly,

Yu Moy.

No. 53668/15. May 12, 1914.

OFFICIAL COPY respectfully furnished to the Commissioner of Immigration at Baltimore, Maryland, for investigation and report, particular attention being invited to the last paragraph of the said letter.

(Signed) F. H. Larned,

SRL Acting Commissioner-General.

COPY

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
BALTIMORE, MD.

No. 1653-C
No. 1671-C.

May 27, 1914.

Commissioner-General of Immigration,
Washington, D. C.

Adverting to Bureau letter of the 12th instant, No. 53668/15, transmitting a copy of a communication received by the Bureau ostensibly from one Yu Moy, and which informed against several Chinese, not named, who were said to be in the United States illegally, I have to advise that Inspector Archibald, of this office, while in Washington on the 25th and 26th instants, visited each one of the laundries enumerated, interviewing in all nine Chinese. All of these but two could produce or refer to some evidence of a right to be and remain in this country.

The two exceptions are Moy Jik, or Moy Jick, a laborer found at No. 732 10th St., N. W., and Moy Shing, likewise a laborer, domiciled at No.1530 12th St., N. W., the corner of 12th and Q Sts., N. W. The first named was arrested on the 25th, arraigned before U.S. Commissioner A.S.Taylor, and date for original hearing tentatively was set for June 2d next. Bail was stipulated in the sum of $1000., and this was furnished yesterday. Moy Jik is very likely one of the Chinese referred to in Bureau file No.53668/9, letter to this office of Jan. 19, 1914, and our report of Feb. 4th. When the laundry on 10th St. was visited by the above named inspector on February 2d last this Chinese was not seen. Moy Shing was arrested yesterday, the 26th, and on arraignment before the Commissioner, bail was fixed at $1000., and hearing scheduled for Monday, June

No. 1653-C
No. 1671-C.

8th next. It is anticipated that hearings in each case will be postponed, of which the Bureau will be apprised.

(Signed) Bertram N. Stump,

Commissioner.

ara

COPY

No. 309-3 Buffalo, N.Y., May 30, 1914.

Commissioner of Immigration,
Baltimore, Md.

Receipt is acknowledged of your letter No. 1666-C, dated May 28, 1914, reporting the apprehension of Chinese laborers MOY JIK or MOY JICK and MOY SHING in Washington as the result of a communcation addressed to the Commissioner general by YU MOY.

In connection with the apprehension of alleged contraband Chinese it has always been found expedient to secure a preliminary statement from them at the time they are taken into custody and before they have been able to communicate with or consult any of their friends or advisors.

As such statements are clearly admissible as evidence in subsequent deportation proceedings before a U. S. Commissioner, they have proven exceedingly valuable and in many instances the pivot upon which orders of deportation were secured.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
BALTIMORE, MD.

No. 1666-C.

June 3, 1914.

Richard H. Taylor,
Immigrant Inspector,
Care of the Commissioner-General of Immigration,
Washington, D.C.

Referring to your letter of the 30th ultimo, No. 309-3, in re the Washington arrest cases of Moy Jik and Moy Shing, you are advised that it is the practise of this office to obtain preliminary sworn statements from Chinese whose arrests are contemplated, in every instance wherein such is possible.

There are enclosed herewith, for your information, copies of sworn statements made by the above named Chinese to pur inspector who arrested them. However, they do not afford any enlightenment as to how their entrances into the United States, if surreptitious, were effected.

Commissioner.

ara.
Enclosure #820.

Arrest case, Moy Jik, of
No .732 10th St., N.W.,
Washington, D.C.

Washington, D.C., May 25, 1914.

A.R. Archibald, Inspector, Stenographer.
Chin T. Goy, Interpreter.

The above named Chinese, having first been duly sworn by the above named inspector, testified as follows, through the interpreter, in reply to questioning:

Q. What is your name?
A MOY JIK.
Q Have you any other names?
A I have no other names, I am not married.
Q What is your age?
A 28.
Q What was the exact date of your birth?
A I don't know what year it was, but I am 28 years old now, on the 18th day of the 3d month.
Q What are your parents's names?
A Moy Hen was my father, and my mother was Gong Shee.
Q Are they living now?
A No, both are dead.
Q Where were you born?
A No. 704 Commercial(Commission) St., San Francisco, Cal.
Q How long had your parents been in San Francisco before you were born?
A I don't know.
Q What did your father do there?
A I don't know.
Q Did you have any brothers and sisters?
A No.
Q Ever have any?
A No.
Q How many names did your father have?
A Moy Hen, and a marriage name, Moy You Hen.
Q Any other names for your father?
A No.
Q How long did you live in San Francisco?
A I lived there until I was 15 years old, and then I came to Washington.
Q In what yeark did you come to Washington?
A I don't know the year, but it was when I was 15.
Q How many years ago was it?
A About 13.
Q What have you done in this city?
A I have worked in different laundries, and even washed dishes in different restaurants.
Q Where did you first work when you came here?
A I stayed at the Quong Sang Lung Co., No. 314 Pennsylvania Ave., N.W., that i s, upstairs there. I worked here and there, but don't remember the exact places, because I didn't have any permanent places to work.
Q Were you ever a merchant in this city?
A No.
Q Tell me some places that you have worked?
A I don't remember any of them?
Q In what restaurant here did you work?
A I couldn't tell you where I washed dishes . I don;t remember any addresses that I worked at.
Q Where did you work here in Washington, in 1905, 9 years ago?
A I don;t remember. I stayed then at the Quong Sang Lung Company.
Q What is your present address and occupation?
A I work in this laundry this week, No. 732 10th St., N.W.' Washington, D.C.

A

Q How long have you been working here?
A I just came here today.
Q Have you always been a laborer in the United States?
A Yes.
Q Are you a Chinese?
A Yes.
Q How long after you came to Washington did your parents die?
A I arrived in Washington about 4 or 5 years before they died. My mother died about 2 or 3 months before my father did.
Q Where did they die?
A Ai Hsar Village, Sun Ning District, China.
Q In what year did they die?
A I don't remember.
Q But it was 4 or 5 years after you came to Washington, was it?
A Yes.
Q How lt long had they been back in China before they died?
A They died about 2 years after they arrived in China.
Q When you left San Francisco were they still living there?
A Yes, they didn't depart for China until about 2 years after I got to Washington.
Q What did your father do in San Francisco?
A I know that he worked in the Yet Wah Co.,I don't know if he had any interest there or not, but he sold goods there.
Q Where was that located?
A No. 704 Commercial St., San Francisco.
Q When you came east, who came with you?
A My uncle, Moy Chee.
Q Was he your father,s brother?
A Yes.
Q What other names did he have?
A Moy Chee Ai was his full name. That is all I knew.
Q How many other uncles did you have?
A Only this one.
Q Did you have any aunts?
A No, because my uncle wasn't married.
Q Where had he been living in San Francisco?
A He worked in the same store with my father.
Q How old a man was he?
A He is past 40 now, but I am not positive about that.
Q How long had he been living in San Francisco before you came east?
A He lived there a few years, and then camecast with me.
Q Where is he now?
A He died in Washington.
Q When?
A 4 or 5 years ago.
Q Where did he live when he died?
A He died in a hospital near the ~~hospitalx~~ ~~Capitolx~~ Capitol.
Q Where did he live before he died?
A At the Hip Chong Long Co.,314 Pa. Ave., N.W., Washington.
Q Where is he buried?
A In a cemetery near the Navy Yard, I don't know what you call it. Mr. Lee, the undertaker knows about it.
Q Are you married?
A No.
Q Have you ever been married?
A No.
Q Have you ever been tom China?
A No.

Q Have you ever been out of the United States?
A No.
Q Who in the U.S. now could prove your birth in San Francisco?
A At the present I couldn't tell you who knows, as I do not know of anybody.
Q Have you any certificate or affidavit of any kind, attesting your birth in San Francisco?
A I have no kind of paper, only I know that I was born in the United States.
Q Can you speak English?
A I speak a little.
Question here put by the inspector in English:
How long have you lived in Washington? A In English: 13 years.
Questioning resumed in Chinese?
Q Did you go to any school in San Francisco?
A Yes, a few months.
Q What school and where?
A I don't remember the name of it.
Q Have you gone to any school in Washington?
A No.
Q To any sunday school here?
A Yes, sometimes.
Q What school?
A The church on 8th St., N.W., I don't know the name of it.
Q How long have you been going there?
A I attended that school for 4 or 5 years, but only occasionally.
Q Did you ever own a laundry in this city?
A No.
Q What other places have you lived in in the U.S. except San Francisco and Washington?
A None other.
Q Have you ever made application to go to China?
A No.
Q Have you ever been a witness in the case of any other Chinese?
A No.
Q Ever been arrested?
A No.
Q Do you know anybody who was born in the U.S?
A No.
Q How many years did you say that you had lived in San Francisco?
A About 13 years. did
Q How many places have you lived in in those 13 years?
A Only in that one place, 704 Commercial St.
Q What did you work at in San Francisco?
A Not at all.
Q Was No. 704 Commercial St. near the corner of any other street?
A I don't remember.
Q What were the nearest cross streets?
A I don't remember.
Q What streets run parallel to Commercial St?
A I do n't remember.
Q You lived there all your life until 13 years ago, so you say, and you ought to remember some of those streets?
A I can't remember any. I can&t tell you any single street out there.
Q Was No. 704 Commercial St. a 1, 2, 3, or how many storied building?
AM My parents and I lived on the 3d story, but I don't remember how many stories there were in that building.

Q And your father worked on the ground floor?
A Yes, but I don't know whether he had any interest there or not. It was the Yit Wah Co.
Q Who were some of the partners there?
A I don't know.
Q Didn't you hang around the store?
A Yes, I took my meals down there many a time.
Q Was there any park near you in San Francisco?
A I couldn't tell you, I don't remember if there was any.
Q What road did you take to come east?
A I don't know anything about the railroad, my uncle was with me.
Q And you have no brothers and sisters?
A No.
Q What streets in San Francisco do you remember?
A I don't remember any.

All the foregoing questions and answers were here reread to Moy Jik , this Chinese, by the interpreter, one by one.

Q Are these answers to these questions which you have heard reread , absolutely correct?
A Yes.

Moy Jik signed the original notes of his testimony in Chinese and English , and his signatures are traced here:

梅旦 moy Jik

I certify that the foregoing is a correct and complete transcript of the testimony obtained by me from the above named Chinese.

Baltimore, Md.,
May 28, 1914.

J. R. Archibald,
Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

188/1

OFFICE OF

PORT OF Buffalo, N.Y., June 23, 1914.

No. 309/11.

RECEIVED
BUREAU OF IMMIGRATION
JUN 25 1914

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found reports and copies of correspondence regarding Chinese smuggling operations in the vicinity of Port Huron, Michigan, which show that Chinese are being successfully smuggled through that port in box cars from London, Canada, by Lorne Stoneburg, Red Stevens, Beny Ouellette and Ed Hack, and that it is physically impossible for the officers to properly search all box cars passing through that port. As shown by report from Inspector in Charge Coe, No. 55/HGD, dated June 20, 1914, D.L.& W. car No. 33762 passed through Port Huron at 9 A.M. June 10 last, and, although it was searched by him, four Chinese were concealed therein and later apprehended in Chicago.

At Inspector in Charge Coe's suggestion, William A. Davis, a resident of London, Ontario, Canada, an ex-railroad employee, was temporarily engaged for confidential work in London under the direction of Inspector Coe, beginning June 17, 1914, at the rate of $60 per month, to be paid on blue voucher "for assistance and confidential information". Informant Davis has already proven his ability to furnished the information desired by reporting the movement of Chinese and smugglers, which was verified through other sources, and I am satisfied that the box car movement out of London will soon be broken up with his assistance.

It was not considered advisable to request the appointment of Davis as

Special Agent, for the reasons that in subscribing to the oath his connection with the service would be disclosed; also an appointment of any kind often tends to make informants of this character assume an air of importance which is not otherwise manifested when their employment is contingent upon their giving correct information. Only Inspector in Charge Coe knows of this informant's work and he has been cautioned not to disclose his identity to any one else.

Richard H. Taylor.
Immigrant Inspector.

RHT-IT.

Arrest case, May Shing,
Chinese laborer, #1520
A 12th St., N.W. Washington,
D.C.

Washington, D.C., May 26, 1914.

A. R. Archibald, Inspector, Stenographer.
Chin T. Gay, Interpreter.

May Shing, having first been duly sworn by the inspector, testified as follows, through the interpreter, in reply to questioning:

Q What is your name?
A MOY SHING.
Q Have you any other names?
A I have no other names.
QZ What is your age?
A 20.
Q Are you a Chinese?
A Yes.
Q What were your parents' names?
A Moy Yum Lee is my father, and my mother is Wong Shee.
Q Where do they live?
A Both are dead.
Q Where did they die?
A My father died in San Francisco , and my mother in China.
QZ When did your father die?
A When I was a child, I don't know when.
Q Where were you born?
A My uncle told me that I was born on a truck farm outside of San Francisco, Cal.
QZ Q . In what town was it?
A I don't know
Q What was the exact date of your birth?
A I don't know.
Q Was your mother ever in the United States?
A Yes, after my father died, she went home .
Q What did your father do in this country?
A First he kept a farm, and after he sold it, and ran a laundry in San Francisco, I don't know where.
QZ How long had your parents been in the U.S. before you were born?
A I don't know.
Q Didn't you ever hear?
A No.
Q How many names did your father have?
A All I knew is Moy Yum Lee.
Q Have you any brothers and sisters?
A No.
Q Ever have any?
A I don't know of any.
QZ Have you any uncles or aunts?
A I have one uncle, Moy You Gawk.
Q Is he your father,s or mother's brother?
A Father's .
Q Did you ever have any other uncles?
A No.
Q Where is Moy You Gawk?
A Dead. He died in Philadelphia.
Q When?
A A long time ago, I don't know how long.
Q About how long ago?

A More than 10 years ago.
Q What was the exact date ofyour birth?
A I don't remember.
Q How old were you when your father died?
A I think I was little,but I didn't know how old.
Q And did your mother go to China immediately, then?
A About a month or so afterwards.
Q Who went with her?
A I don't know.
Q On what ship did she go,
A I don't know?
Q What became of you after she went to China?
A My uncle, Wan Gawk,took care of me.
Q Where did you live when your father died?
A I don't know.
Q Why didn't you go to China with your mother?
A My uncle told my mother that I had better stay with him here.
Q was he married?
A He married after that.
Q Was his wife in the U.S ?
A No.
Q Did he have any children?
A No.
Q How long did you, live in San Francisco?
A I stayed there a few years, but I was nothing but a child w hen I came to Philadelphia with my uncle.
QZ How old were you when you left San Francisco?
A A few years old,I can't tell you.
Q How long was it after your father died that youm went to Philadelphia?
A I don't remember.
Q In what year did you get to Philaddlphia?
A I don't know.
Q Where did you live there?
A Lived in a laundry, but I don't remember the name of the street or address. I stayed in that one laundry, but I don't remember how long I stayed there, but it was until I came to Washington.
Q When did you came to Washington?
A About 18 years ago I came here.
Q In what year was ikk that?
A I don't knxxx remember.
Q Where have you lived in this city?
A I have worked here and there.
Q Have you ever been a merchant in this city?
A No.
Q Give me the names of some places you have w orked in here?
A I don't remember the names of any of them.
Q Have you gone to any Sunday school here?
A No.
Q How many years did you live in Philadelphia?
A I don'tm remember.
Q Was it 5 or 10 or more?
A I couldn't tell you.
Q Give me the names of some of the principal streets in Philadelphia?
A Race St.,Chinatown,9th St. That isall I remember.
Q Have you owned any laundries in Washington,
A No.

A

Q What was them last place you worked at before you came here to this laundry?
A I don't remember.
Q What is your present address and occupation?
A I am a laundryman at this address, No. 1530 12th St., N.W.(Corner 12th and Q.)
Q Do you own this laundry?
A Yes.
Q How long have you owned it?
A 5 or 6 months.
Q From whom did you buy it?
A From Ah Toy, I don't know where he went to.
Q Was he an old man?
A No.
Q How much did you pay?
A $200.
Q Did you pay cash?
A Yes.
Q Have you always been a laborer in the U.S?
A Yes.
Q Have you ever been to China?
A No.
Q Have you ever been out of the U.S?
A No.
Q Have you ever made application to go to China?
A No.
Q Have you ever been a witness in the case of any other Chinese?
A No.
Q Do you know anybody who was born in the U.S?
A No.
Q Have you any paper, certificate, affidavit, of any kind, attesting your birth in the United States?
A No.
Q Did you ever have any such?
A No.
Q Was this uncle of yours who died in Philadelphia registered?
A I don't know.
Q What place did you say that you lived in in that city?
A On Race St. ,I don't remember the number.
Q You told me before that you didn't know what street you lived on there?
A I may have told you that, but I lived on Race St.
Q Who in the United States now knows anything about your reputed birth in California?
A I couldn't tell you now.
Q Why can't you tell me?
A Because if I knew of anybody I couldn't find them.
Q Have you any near relatives in Washington?
A No.
Q What are the principal streets of this city?
A Pa. Ave., 8th St., and 9th St., 14th St.
Q Can you speak English?
A No.
Question in English by the inspector:
How long have you been in this country? (Can not answer that, though the Chinese seems to get some of the question)
Questioning resumed in Chinese:
Q What do you know about San Francisco?
A I don't know anything about San Francisco.
Q Isn't it a fact that you recently crossed one of the borders of this country, having been smuggled in?

Moy Shing. 3.4

A No.
Q Have you thoroughly understood the interpreter
A Yes.
Note: The foregoing questions and answers were here reread to the Chinese through the interpreter.

Q Are these answers of yours, which have been reread, absolutely correct, in accordance with what you told me?
A Yes.

Moy Shing signed the original notes of his testimony in English and his signature is in traced here:

Moy Shing

I certify that the foregoing is a true and complete transcript of the testimony obtained by me from the above named Chinese:

A R Archibald,
Immigrant Inspector.

Baltimore, Md.,
May 28, 1914.

Dear Parker:

And after his name parke John Clark said there was no smuggling at that time.

Believe we also have Judge Nagel with us in future - He roasted atty for attempting to go over our head for writ and refused to issue it.

Dayton.

FEDERAL LEAGUE

CLUBS	1	2	3	4	5	6	7	8	9	10	R.	H.	E.
Chicago	0	0											
Buffalo	3	0											

BATTERIES—McGUIRE AND WILSON; KRAPP AND BLAIR.

International League

CLUBS	1	2	3	4	5	6	7	8	9	10	R.	H.	E.
Providence	5	0	0	0	0								
Buffalo	1	0	0	0	2								

BATTERIES—MAYS AND KOCHER; BADER AND STEPHENS.

THE WEATHER.
Unsettled with thunder showers tonight and probably Tuesday; warmer tonight; moderate south to southwest winds, probably squall.

BUFFALO EVENING TIMES

6 O'clock

THE EVENING TIMES, 3[illegible]T YEAR, NO. 224. 14 PAGES MONDAY EVENING, JUNE 22, 1914. 112 COLUMNS ONE CENT

SMUGGLER'S EXPOSE

SHOWS UP SCHEME ON WITNESS STAND

WATERTOWN, N. Y., June 22.—Jud Clark, former proprietor of a hotel in Utica, on the stand in Federal Court before Judge George W. Ray today, confessed to having spirited Chinamen into this country from Canada, testifying that he received $100 apiece for the celestials. He said that from July, 1912, to May, 1913, he made it a business to go regularly to Toronto, take Chinamen by rail to Prescott, Ont., or Brockville, then bring them across the St. Lawrence in a boat by night, walk them as far as possible, hiding them in woods when day dawned. After a while he began to use an automob[illegible] traffic, he said. He testified that the Chinamen were t[illegible] hotel in Utica, dressed up and shipped to New York.

The evidence was given in the case of the [illegible] Lee [illegible], or Lee Woo, charged with having [illegible]ling business from an office

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF _____

PORT OF Buffalo, N.Y., June 22, 1914.

No. 309/5.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found reports and copies of correspondence regarding Chinese smuggling operations in District No. 19.

The work of this District is contingent upon information furnished by the border officers and the Inspector in Charge has been instructed as to how to proceed when such information is received.

Richard H. Dayton
Immigrant Inspector.

RHT-IT.

No. 53620/309. Buffalo, N.Y., May 11, 1914.

Inspector in Charge,
U. S. Immigration Service,
Pittsburg, Pa.

Reference being had to Bureau letter No. 53620/309, dated April 14, 1914, you are requested to furnish me, in the future, with copies of all correspondence regarding Chinese smuggling operations and contraband Chinese, together with whatever information comes into your possession regarding such matters; where information is received from other districts regarding the movement of Chinese or smugglers, please report, in each instance, the result of your investigation concerning same.

Immigrant Inspector.

RHT-IT.

No. 53620/309. Buffalo, N.Y. May 15, 1914.

Inspector in Charge,
U. S. Immigration Service,
Room 406 Berger Building,
Pittsburg, Pennsylvania.

The Bureau has furnished me with copy of your letter No. 471-C, dated May 8, 1914, regarding Chinese smuggling operations in your District, the contents of which has been carefully noted.

The Inspector in Charge at Detroit has been requested to advise you, by telegraph, whenever information is received to the effect that contraband Chinese are en route to Pittsburg, in order that you may have the trains met; in the meantime it is suggested that you arrange to have an officer meet the early morning trains arrived over the P. & L. E., P. R. R., and B. R. & P. railroads as frequently as possible, with a view of apprehending any contraband Chinese that may reach Pittsburg over the roads mentioned. In this connection I would further suggest that instead of apprehending any such Chinese immediately upon their arrival, your officers shadow them for the purpose of apprehending any person in whose charge they appear to be.

The fact that you are busily engaged in other work is fully appreciated but, in view of the phenomenal movement of Chinese to points along the border and the large number that are doubtless entering the United States surreptitiously, trust you will render all possible assistance in connection with present movement to stop this illegal traffic, and you can rest assured of the hearty cooperation of the officers stationed along the border.

(Signed) Richard H. Taylor.
Immigrant Inspector.

RHT-IT

No. 309/5.

Buffalo, N.Y., June 11, 1914.

Inspector in Charge,
U.S. Immigration Service,
Pittsburg, Pa.

Confidential arrangements have been made through which advanced information will be received as to the address to which contraband Chinese are destined from points along the Canadian border. By following up this information not only the contraband Chinese, but the smugglers who have them in charge should be apprehended at the time said Chinese are delivered. With this in view immediately upon receipt of information giving the address to which contraband Chinese are to be delivered, you will immediately arrange to have such premises kept under constant secret surveillance and make proper arrangements for the apprehension of the persons sought. In cases where your officers are too well known to do the work without creating suspicion, or are not available for other reasons, you will employ a suitable person at a reasonable compensation to perform this work, advising me promptly in each instance.

Please acknowledge.

(Signed) Richard H. Taylor.

RHT-IT.

Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 471-C

OFFICE OF INSPECTOR IN CHARGE
406 BERGER BUILDING
PITTSBURGH, PA.

June 12, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
c/o The Castle Inn,
Buffalo, N. Y.

I beg to acknowledge redeipt of your letter No. 309/5 of the 11th instant relative to the apprehension of contraband Chinese and their smugglers. I will make proper arrangements to comply fully with your instructions immediately on receipt of information as to the exact addresses to which delivery of such Chinese will be made.

W. W. Sheehy
Inspector in Charge.

LBS

53788/1-A June 25, 1914

Hon. John L. O'Brien,
United States Attorney,
Buffalo, New York.

2

Dear Sir:

I beg to acknowledge the receipt of your letter of the 20th instant regarding the action taken by you, and the results thereof, in the matter of the sentences to be imposed upon the smugglers Swartzenburg, Tucker and Oberst. The outcome of this incident is gratifying, and you will please accept my thanks for the attention which you have given to it.

Very truly yours,

EXACT COPY SIGNED BY A. CAMMETTI

MAILED 6/25 BY

Commissioner-General

AWP-C

TIMES AND PLACES OF HOLDING COURT.

At El...
At Bu...
an...
At Ro...
At Jam...
At Ca...
Se...
At Lo...

...OF JUSTICE.

...TORNEY'S OFFICE,
...OF NEW YORK.
...BUILDING.
... N. Y.

776/36

188/1

... 20th, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 22 1914

...migration,

DEPARTMENT OF JUSTICE
WESTERN DISTRICT OF NEW YORK.
RETURN IN FIVE DAYS TO
U. S. ATTORNEY'S OFFICE
BUFFALO, N. Y.

Parkin
Ack
& explains
Hazel

Hon. A. Caminetti,
Commissioner...

...edge receipt of your telegram sent me under date of the 17th instant relating to the Chinese smuggling cases.

I took the liberty of placing your telegram before the presiding Judge, Honorable John R. Hazel, and in person presented these cases to him making a strong recommendation for serious punishment. As a result two offenders caught for the first time, namely, Melvin Tucker and John Oberst were sentenced to an imprisonment of six months in the Erie County Penitentiary and the third, also caught for the first time but apparently one of the ring-leaders in the traffic, namely, Swartzenburg, was sentenced to the same institution for one year. I think these sentences should have a good

Su 53776-32+36 for
Smuggled in. Ofa

F. JUSTICE.
RNEY'S OFFICE,
F NEW YORK.
BUILDING.
BUFFALO, N. Y.

776/36

188/1

June 20th, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 22 1914

Hon. A. Caminetti,
Commissioner General of Immigration,
Washington, D.C.

Sir:

I beg to acknowledge receipt of your telegram sent me under date of the 17th instant relating to the Chinese smuggling cases.

I took the liberty of placing your telegram before the presiding Judge, Honorable John R. Hazel, and in person presented these cases to him making a strong recommendation for serious punishment. As a result two offenders caught for the first time, namely, Melvin Tucker and John Oberst were sentenced to an imprisonment of six months in the Erie County Penitentiary and the third, also caught for the first time but apparently one of the ring-leaders in the traffic, namely, Swartzenburg, was sentenced to the same institution for one year. I think these sentences should have a good

Su 53776-32+36 for Chinese smuggled in. 188/a request

effect in lessening the activity on this frontier for the immediate future.

Respectfully,

John Lord O'Brian

United States Attorney.

June 22, 1914

CONFIDENTIAL.

188/1

Richard H. Taylor,
Immigrant Inspector,
C/o Castle Inn,
Buffalo, N. Y.

I have received your letter of the 18th instant indicating that you have carried your work regarding the smuggling of Chinese across the Canadian border from Port Huron eastward far enough, and perfected such plans with respect to its future conduct, that you can now proceed elsewhere in the further conduct of such work. I believe that you should now proceed to the Puget Sound District in order to devote such time as may be necessary to the perfection of plans there similar to those which have been so successful in the East for the apprehension of smuggled Chinese and those carrying on the smuggling operations.

As soon as possible after your arrival in Seattle, and a thorough survey of the situation, advise me approximately how long you think you should remain in the Puget Sound District. This will enable me to give some advance thought to the question as to where you shall go after completing the work there.

I wish to compliment you and all of the officers who have assisted

you on the splendid results attained at Buffalo.

EXACT COPY AS SIGNED BY A. CAMINETTI

MAILED 6/22 BY [illegible] Commissioner-General

AVP-C

776-3
37-74

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF.....

No. 309-B.

PORT OF Buffalo, N.Y., June 18, 1914.

Commissioner General of Immigration,
Washington, D.C.

In the matter if Melvin Tucker and John Oberst, George Swartzenberg and Thomas O'Brien, charged with smuggling Chinese into the United States at the Port of Buffalo in violation of sec. 8 of the act of February 20, 1907, beg to advise that these defendants were arraigned before United States Judge Hazel at Rochester, New York, today, at which time the first three named defendants entered a plea of guilty as charged, while defendant O'Brien entered a plea of not guilty, reserving the right to alter same or file a demurrer within twenty days. Defendants Tucker and Oberst were sentenced to serve six months in the Erie County Penitentiary and defendant Swartzenberg was sentenced to serve one year in the same institution.

In addition to presenting your telegram to Judge Hazel, United States Attorney O'Brian made a full presentation of all facts in the premises and urged that the defendants be given sentences commensurate with the offenses committed which, as shown by transcript of the remarks of Judge Hazel hereto attached, convinced the court of the necessity for more drastic punishment than has been given in similar cases in the past.

The fact that penitentiary sentences were given in these cases, instead of nominal fines as imposed in the past, will doubtless assist materially in breaking up Chinese smuggling operations at this port.

From what I have been able to learn, defendant O'Brien will subsequently

plead guilty; his plea of not guilty being entered for the purpose of disassociating himself with the other smugglers for fear that, it being his second offense, the Judge would make an example of him.

Defendant Richard Blaikie was arraigned on a charge of conspiring with Geenan, Weaver, Wilson and McElroy to aid and abet the unlawful entry of aliens (Chinese) in violation of sec. 8 of the act of February 20, 1907, and entered a plea of not guilty. He was remanded for trial under $2000 bond and his case will not be taken up until the fall term of court in order to enable us to apprehend defendants Geenan and Wilson who are now fugitives in Canada. Every effort is being made to have the Canadian Immigration authorities apprehend defendant Geenan and deport him to the United States as an undesirable alien.

Richard H. Dayton
Immigrant Inspector.

RHT-IT.

UNITED STATES DISTRICT COURT.

Rochester, New York, June 18, 1914.

UNITED STATES
vs.
Melvin Tucker
John Oberst.

Present:
John Lord O'Brian, U.S.Attorney.
Donald Bain, Asst. U.S.Attorney.
for the United States.
Attorney Silver
for defendants.
I.B.Taylor, Stenograhper.

The above defendants were arraigned before United States Judge Hazel, June 18, 1914, and pled guilty to an indictment charging them with violation of sec. 8 of the Act of February 20, 1907, to wit: the landing of LEE MOY and LEE TUCK at Buffalo, New York, May 22, 1914.

After questioning defendants as to their age, occupation, prior record, etc., Judge Hazel stated:

"I find it hard to impose punishment in these cases, according to the fact that no moral terpitude is involved, and yet Congress solemnly enacted laws to prevent aliens, especially Chinese laborers, from entering the United States, and it has enacted laws to punish those who bring in or assist those who are desirous of entering. These laws must be obeyed and respected by everybody. It makes no difference that you may disagree with the policy of the law or that you think Congress was in error in seeking to exclude from our shores any persons of another nationality. Therefore with the wisdom of legislation we are not concerned, it is our duty to obey these laws. We know only too well that this statute was enacted for the protection of Europeans laboring in this country and we know that Mongolians do not assimilate with the people of this country; we also know that there are millions of laborers in China who would be only too glad to come to our shores and do the laboring work that now devolves upon the whites; indeed we know that they would come in such large numbers that they would wipe the

white laborer out of the field and the result would be that those who labor in this country now in a reputable way would be reduced to a coolie laborer receiving very much less pay than they now receive. So that I wonder if you men have ever thought what the purpose of this law was: to protect the white laborer of this country and not permit Chinese laborers to come here and compel the reduction of the laboring wage that is now paid, and I wonder if you have ever had in mind that Congress really had the welfare of the white laboring man in this country at heart? To say how sincerely Congress had it at heart, exceedingly drastic punishment is provided for violating this statute, and I am quite in accord with the United States Attorney that so much of this thing has been going on on the Niagara border that something ought to be done to stop it. If I thought or if I believed that you men had been engaged in this business, or if you had committed offense of this character prior to the offense to which you plead guilty, I feel that it would be my duty to give you the very extent of the statute, which on looking at Section 8 provides for the punishment not exceeding two years as well as a fine.

Do I understand you both to say that you never before brought in any of these Chinese into this country?

Defendants: No, sir.

Do I understand you to say that you would not in the future violate this law?

Tucker: Yes, sir, guarantee and gamble on that.

I will take that into consideration and be as lenient as I can but I stamp your offense with positive disapproval and for that reason the court directs that you be confined in the penitentiary for a period of six months."

UNITED STATES DISTRICT COURT.

Rochester, New York, June 18, 1914.

UNITED STATES
vs.
Thomas O'Brien.
George Swartzenberg.

Present:
John Lord O'Brian, U.S.Attorney.
Donald Bain, Asst. U.S.Attorney
for the United States.
Attorney Frank Abbott
for Swartzenberg.
I.B.Taylor, Stenographer.

The above defendants were arraigned before United States Judge Hazel June 18, 1914, defendant O'Brien entered a plea of not guilty with permission to alter same or file demurrer within twenty days; defendant Swartzenberg pled guilty to an indictment charging them, jointly, with violation of sec. 8 of the Act of February 20, 1907, to wit: the landing of JUNG JIM and JUNG SEW at Buffalo, New York, June 2, 1914.

After questioning this defendant (Swartzenberg) as to his age, occupation, prior record, etc., Judge Hazel stated:

"Swartzenberg I wish I could find some extenuating circumstance to enable me to exercise extreme leniency and I wish that might be so because of your connections in Buffalo and because of my past personal acquaintance with you, but I am very much impressed by the government's claims here that you are one of the ring leaders in Buffalo.

(Defendant denied being ring leader and made irrevelant statement in own behalf, in which he admitted having been arrested for burglary when 15 years of age).

Judge Hazel continued:

"Wall, Swartzenberg, I must day to you I regret very much to have to impose punishment in your case because of your connections and because of my acquaintance with you in the past, but I am very well satisfied that there is a system existing here in Buffalo and a combination by which these Chinese laborers are brought into this country with the assistance of this system. It is not only the offense of helping these Chinese laborers into this country for the

purpose of bettering their condition but it is the money that is obtained from them; large sums of money to give them this assistance. None of these men who have been here before did it because they are in disagreement with the provisions of the law, nor in did they do it because of any philanthropic or charitable purpose with a view of being a Good Samaritan to protect the person being brought in, but because of the money they are able to filch out of the pockets of these Chinese. I do not think there are any mitigating circumstances in this case and I am inclined to believe the presentations made by the government that you are one of the men who has been back of this system and who has been urging others to violate this statute over and over again without showing your own hand in the matter, and for this reason the sentence of the court is that you be confined in the Erie County Penitentiary for the period of one year."

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF.....

CONFIDENTIAL.

PORT OF Buffalo, N.Y., June 18, 1914.

No. 309-B.

RECEIVED
BUREAU OF IMMIGRATION
JUN 22 1914

Commissioner General of Immigration,
Washington, D. C.

As the principal smugglers in this section are either in jail or fugitives from justice, which has put a stop to smuggling along the Niagara frontier, and court proceedings have been disposed of until the fall term with the exception of defendant O'Brien, who will doubtless plead guilty in the near future, I am about ready to proceed elsewhere. Tomorrow, the 19th, I am going to Ogdensburg and vicinity for the purpose of perfecting plans to intercept the smugglers if they move their operations to that section, particularly around Cape Vincent, near which place they have crossed from Kingston, Ontario. It is my intention to have Acting Inspector and Interpreter Wallace work in that section, with a view of detecting any movement that may start. Should the smugglers begin operations in that section, we can send the "Fearless" there, temporarily, for water patrol(she can go there under her own power through the Welland Canal). As Toronto is the distributing point, have arranged with two railroad gatemen at that place to keep us advised as to the movements of Chinese, which information will be followed up by Wallace. The "Red Head" will take care of the water situation in Detroit; and the Inspector in Charge at Port Huron has been authorized to employ, temporarily, a man recommended by him for confidential work in London, Ontario, at which place Chinese are loaded into sealed box cars,

our informants having advised that several of the smugglers are arranging to begin operations at that place. This is preferable to attempting to open all bonded cars without any definite information as to just what route the smugglers are following. Inspector Allen has been sent from Island Pond, Vermont, to Sherbrooke, P.Q., under cover, to work with an informant who has promised to furnish information regarding parties suspected of bringing Chinese across in automobiles, while Inspector Ketcham at Malone, has arranged with his friends in that section to keep the automobile roads covered.

Although it is not likely that any definite movement will be made until the smugglers recover from the effect of the arrests at Buffalo and Detroit, a new crop is liable to spring up at any time and every precaution will be taken to forestall their future activities. This will not require any additional assistance, at present, providing the Bureau will permit Wallace to continue to work under my directions; and, if the "Fearless" is sent to the vicinity of Cape Vincent, the officers employed on her here can accompany her for that temporary detail.

In view of the foregoing, after my return to Buffalo on Monday, I will be at liberty to proceed to the Pacific coast, either to Seattle of San Francisco as the Bureau may direct.

Richard H. Dayton.
Immigrant Inspector.

RHT-IT.

JUNE 19, 1914.

BUFFALO BECOMES SMUGGLING CENTER, SAYS PROSECUTOR

U. S. Dist. Att'y O'Brian Declares Organization Exists to Run Chinamen Into Country by Way of Fort Erie and This City.

"DUCK" O'BRIEN AND FOUR OTHERS IN ROCHESTER COURT

Three Admit Smuggling and Get Penitentiary Sentences —O'Brien and Blaikie Deny Guilt and Will Be Tried Here.

Existence of an organization to smuggle Chinese from Canada through Buffalo was charged by United States District Attorney John Lord O'Brian yesterday in federal court in Rochester.

O'Brian was prosecuting charges of smuggling against "Duck" O'Brien and four other Buffalonians. Three were sentenced to the Erie county penitentiary. O'Brien pleaded not guilty and was held in $4,000 bail for trial in Buffalo.

Three Plead Guilty.

George Swartzenburg, arrested with O'Brien and two Chinese in a boat near the Buffalo shore June 2, was given a year. Melvin Tucker and John Oberst, caught landing two Chinese at River street the night of May 22, got six months. These three pleaded guilty.

Like O'Brien, Richard Blaikie also pleaded not guilty. The charge against him is conspiring to smuggle. He will be tried here.

From Toronto to St. Catharines and thence to Port Erie, O'Brien stated, the smuggling syndicate works. In Fort Erie the Chinese are concealed in a barn, he said, until favorable opportunity to get them into Buffalo.

In O'Brien and Swartzenburg, the district attorney charged, appear two of the ring leaders. O'Brien served a year in the penitentiary five years ago for bringing Chinese across the line. Judge Hazel, before whom he appeared yesterday, sentenced him on that occasion.

The tariff for getting Chinese from Fort Erie to Buffalo, O'Brien said, ranges from $20 to $100 a head.

Federal officers, he added, have established these facts and have followed the workings of the organization clear from Toronto to Buffalo.

The three convicted men and O'Brien and Blaikie were returned to Buffalo last night.

IN ANSWERING REFER TO
No. 1542/1

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 12, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 22 1914

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

As instructed in your letter No. 1542/1, dated June 1, 1914, relieving me of my detail at Toledo and directing me to proceed to various points between Toledo and Cleveland with the view of ascertaining all information pertaining to the smuggling of Chinese generally, I beg leave to report that I carried out your instructions and submit the following report:

I left Toledo at 3:30 p.m. for Port Clinton. On my arrival I called upon Mr. Motry, the U. S. Customs officer who for anumber of years has held that position, who stated that he has full control over the docks and all boats, large or small, entering that port, and they must report to him. During his more than twelve years of service at that port he had never discovered any smugglers at any time and there never was a Chinaman in Port Clinton to his knowledge. There are no policemen in this village but the citizens of the town are protected by what is known as day and night marshals clothed with police powers. Eugene Minnier is on duty during the day and Charles Shears protects the twon during the night. I arranged with those two officers to assist Mr. Morty, the Customs officer, in arresting any alleged or suspicious persons entering or leaving Port Clinton who had Chinamen in charge, and to detain them and notify the Cleveland office, when an officer would be sent there for the purpose of investigating the case of those suspicious persons whom they might detain.

You card was given those officers with number of office, phones &c. I would consider Port Clinton a very available place for the landing of Chinese by smugglers if they wish to do so, regardless of the vigilance of the officers to the contrary. In addition to this arrangement made with the officials at Port Clinton, I made the acquaintance of William Trimmer, conductor on the Northwestern Ohio Railway running between Marble Head and Toledo. that should any white or colored person board his car who was steering Chinamen to Toledo or elsewhere, to telephone to the first town ahead and have the policeman arrest the entire party (steerers and Chinamen), the officer making the arrest to communicate with the Cleveland office at once. I then gave Conducter Trimmer a number of your cards for the purpose of him to give them to the other conductors on this line, and requested that they comply with the same instructions as I had given him. I believe if there be any smugglers accompanying Chinamen on this line the Cleveland office will be notified to that effect.

On the morning of the 3rd, I left for Marble Head. There is no U.S. Customs officer here, hence I took the matter up with the town marshal, Mr. Norman Graves, who is also the constable of Danbury Township. I also called on Capt. H. L. Griesser and his crew of the U. S. Life Saving Station, explained in detail the possibility of the smuggling ~~opportunity~~ operations about to be taken along the Lake ports. The Captain after being informed that I had arranged with the Town Marshal and also the ticket agent G. A. West, of this place, he gave me the assurance that the parties mentioned would co-operate with each other as much as possible for the arrest and conviction, if possible, of the smugglers if caught bringing Chinamen into this country illegally. I was favorably impressed to see the interest Capt. Griessen displayed in this matter. I am satisfied that the gentlemen whose names I have mentioned will be on the outlook at Marble Head and will report all violations of law that come to their notice. I gave eash pf them your card with instructions what to do and inform you at once.

I left for Bay Point and Sandusky, Arriving at Sandusky I called at the U.S. Custom Office and met Mr. C. P. Caldwell, Deputy in Charge and Assistant Deputy Roy M. Downing. Mr. Caldwell informed me that he did not believe that any Chinamen had been brought to Sandusky in the past, but that did not preclude the possibility of it being done if smugglers wish to engage in the business. Mr. Caldwell informed me there were ~~xxx~~ more than 500 boats of all kinds come under the jurisdiction of the Sandusky office and it would be an impossibility to devote any of their time to the prevention of Chinese smuggling and keep up their regular work with only two men. Mr. Caldwell states that his partner Mr. Downing pays very strict attention to any person who arrives on a small Canadian boat which arrives three days per week from Amherstburg and Peele Island, Canada. I informed Mr. Caldwell that it was my intention to call on the Chief of Police and ask for their co-operation in connection with his office. I did call at Police Headquarters and found the Chief was absent from the city, but Lieut. John Hovert was acting. I found him to be a very nice man. I laid the facts before him and Mr. Hovert promised to take the whole matter up with the Chief on his return to the city. Mr. Hovert said there was no question as to the position of the Sandusky police on the smuggling business as they were on duty all night and should they discover anything they will call up the Cleveland office as requested by me, or the address on Mr. Fluckeys card which I gave each of them.

I did not go to Danbury for the reason taht Mr. Caldwell informed me that in his opinion there were no persons with whom I could enlist in this matter as the men there were not interested in anything, and it was a very small place and as there were many other places that could be used to an advantage, which were nearer the Interurban line and railroads, I did not consider Danbury of sufficient importance to visit this place.

I left for Huron arriving there in the evening. I tried to locate T.M.Clock but could not find him. The morning of the 4th I went to a small printing office run by Mr. Clock, who serves in the capacity as U. S. Customs officer. I explained to him the object of my visit and asked for his co-operation which he freely said he would give. I agree with Mr. Clock that there are places with better

facilities for landing along the Beach that Huron, better adopted for sheltering Chinese until they could be plaed on trains for their final destination. I also got in touch with the City Marshal, Benjamin Ackerman at Huron, who seems to be a very nice man, and as his duties require him to patrol the little village the greater part of the night, he also has promised to pay particular attention to any persons who might show any suspicion by their actions.

After perfecting my arrangement with Mr. Clock and the Marshal at Huron, I left for Vermillion. It will be remembered that the former U.S. Custom officer, Mr. Bernhardt, was released from Duty December, 1913, the office being abolished. It was my intention to arrange with the City Marshal to keep a lookout. I called at his house but found no one present. On further inquiry I learned that Mr. Mal Gross and his family had left for New York more than one week ago, and Mr. George Krapp was acting Marshal. I called at the home of Mr. Krapp and was informed by Mrs. Krapp that her husband was out in the country and would not return until evening. I then looked up J.P.Ball, Commodore of the Vermillion Boat Club, and informed him as to the possible actions of those smugglers coming that way. THE Commodore is a good citizen and a man who is respected in Vermillion, and can get the assistance of the entire boat club to run down any suspicious craft that may enter Vermillion port.

It does not appear to me that there will be any effort on the part of smugglers to land Chinamen at thoseports and carry them to their destination. As there is not one Chinaman in Port Clinton, Marble Head, Danbury, Sandusky, Huron or Vermillion, I am inclined to the belief that the smugglers will not attempt to cross Lake Erie at such a distance, and risk, without proper facilities for hiding the Chinamen until they have opportunity to send them by train to destination, and without confederates on this side to assist them; when they can cross the Detroit River with comparative ease.

RECEIVED
BUREAU OF IMMIGRATION
JUN 22 1914

Cameron D. Miller
Immigrant Inspector.

Cleveland, Ohio, June 19, 1914.

Official copy respectfully referred to Commissioner-General of Immigration, inviting attention to File No. 53788/1, and to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.

J. W. Buckley
Inspector in Charge.

776/36

DEPARTMENT OF LABOR

TELEGRAM

RECEIVED
BUREAU OF IMMIGRATION
JUN 19 1914

1WU 20 Paid G R Night

Buffalo, N/ Y., June 18, 1914

Immigration,

Washington, D. C.

Swartzenberg one year, O'Berst and Tucker six months each, Erie Pentitentiary, sending full transcript Hazels remarks.

Taylor.

June 19, 1914...9am-

See 53776-37 for Chinese involved

Also 53776-36

Not confidential

C

100-773
385-1

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
JACKSONVILLE, FLA.

No. 20/46.

June 17, 1914.

Secretary of the Treasury,
Washington, D. C.

RECEIVED
BUREAU OF IMMIGRATION
JUN 19 1914

(Through Commissioner-General of Immigration.)

S i r :

I have the honor to enclose oath of office executed by Isaac H. Vincent, Key West, Fla., as Inspector of Customs, to serve for a period not to exceed six months from June 1, 1914, without additional compensation. Reference is had to letter from the Treasury Department, dated June 5, 1914, addressed to the above-named person, designating him to serve as Inspector of Customs for the period mentioned.

Respectfully,

Inc. sent to Treasury 6/20/14

Thos. V. Kirke,
Inspector in Charge.

JWH

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF.....

No. 309-C.

PORT OF Buffalo, N.Y., June 17, 1914.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found correspondence regarding information given by Mrs. O. S. Snyder a trained nurse of Gold Hill, Oregon, concerning a statement made by Lon Barber a merchant of Red Cliff, Alberta, Canada, to the effect that Chinese were being smuggled into the United States dressed as nuns, and that officers of this and the Canadian Immigration Service were paid $25 each for passing such Chinese.

This matter was thoroughly investigated by Inspector in Charge Walter E. Carr of Winnipeg, and his report dated June 12, 1914, attached hereto, shows that the information was incorrect.

While in the vicinity of Red Cliff, Inspector Carr made a general investigation regarding Chinese smuggling operations in that section with the result that he was unable to discover anything that would tend to indicate Chinese smuggling operations were being carried on in that vicinity.

Richard H. Dayton.
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

C.L.M.

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA.

PERSONAL.

April 1, 1914.

Dear Mr. Taylor:

In keeping with my promise when talking with you last at the Bureau, I am sending you herewith, a duplicate of our file with regard to alleged smuggling of Chinese from the Province of Alberta into Montana. Please go over same carefully and give me the benefit of any suggestions you may have to offer as to how we should go about dealing with the situation.

I shall be glad to have you return the inclosed file with your reply, as we may need it for mailing to some western officer.

Sincerely yours,

John D. Adams

Mr. Richard H. Taylor,
Immigrant Inspector,
Bureau of Immigration,
Washington, D. C.

Returned
April 28
See letter.

Buffalo, N.Y., April 28, 1914.

Honorable John H. Clark,
U. S. Commissioner of Immigration,
Montreal, Canada.

* * * * * * * * * * * * *

Inclosed you will find file No. 10889/203 regarding information given by Mrs. O. S. Snyder, Gold Hill, Oregon, concerning statements made by Lon Barber, a merchant of Red Cliff, to the effect that Chinese are being smuggled into the United States dressed as nuns and that officers of this Service and the Canadian Immigration Service are paid $25 each for passing such Chinese.

Would suggest that you instruct some officer not connected with the District under suspicion to call upon Mr. Barber with a view of securing whatever information he may have regarding this matter, without reference to Mrs. Snyder or the fact that he is even suspected of having such information. The officer could approach him with the statement that he is making general investigations in that vicinity and would appreciate any assistance furnished, and in that way feel him out without letting him know that the automobile man, who may be a friend of his, is suspected. Of course if Mr. Barber corroborates the information furnished by Mrs. Snyder, a full and complete investigation should be made in order to affirm or deny the charges. It will be noted that the information given by Mrs. Snyder concerning the supposed route taken is rather inconsistent but, it is barely possible, her topography was confused. Of course the importance of the work should be apparent to the officer detailed but would suggest that you caution him to exercise both care and patience, providing the information furnished by Mr. Barber is worthy of further investigation.

(Signed) Richard H. Taylor,

RHT-IT. Immigrant Inspector.

Buffalo, N.Y., May 28, 1914.

Mr. John M. Clark,
U. S. Commissioner of Immigration,
Montreal, Canada.

Adverting to your personal letter C. L. M., dated April 1, 1914, in which you forwarded duplicate file relative to the smuggling of Chinese from the Province of Alberta into Montana and my reply thereto of April 28, 1914, kindly advise what action has been taken in connection with this investigation.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA

10889/228,

June 1, 1914.

Richard H. Taylor, Esq.,
Buffalo, New York.

Dear Mr. Taylor:

Adverting to the subject matter of your letter of May 28th, No. 309/C, which relates to the smuggling of Chinese from the Province of Alberta to Montana, it has been my intention to detail Inspector in Charge Carr of Winnipeg to make this investigation, and I have had him here discussing the proposition with him. He has not proceeded on the detail, however, as yet, for the reason that at the same time I wish him to proceed to Vancouver for the purpose of investigating charges made by certain Hindus at Portland, Oregon, to the effect that our Hindu Interpreter at Vancouver took money from the Portland Hindus as a reward for effecting their unlawful entry into the United States. There was little information upon which to commence the last mentioned investigation, and I therefore sent the papers to the Inspector in Charge at Portland for the purpose of having the Hindus carefully re-questioned so that we might have more details.

I received a letter from Mr. Barbour only a few days ago saying that we might expect his report concerning the reexamination of the Hindus within a very short time. Just as soon as this report is received, the inquiry concerning the smuggling of Chinese from the

Province of Alberta will be proceeded with, at which time the suggestions contained in your previous letter pertaining to the matter will be kept in mind.

Sincerely,

John H. Clark
Commissioner.

LO

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Jun 17

OFFICE OF INSPECTOR IN CHARGE
VANCOUVER, B. C.
June 12, 1914.

Richard H. Taylor,
c/o U S Immigration Office,
Buffalo, New York.

In accordance with instructions of Commissioner Clark contained in his communication 10882/203 10900/376 dated June 3d, I have to report that I proceeded to Redcliff and Medicine Hat, Alta., for the purpose of investigating and securing such information as was possible with regard to the claim of Mrs. O. S. Snyder, Gold Hill, Ore., to the effect that the practice of Chinese smuggling was being indulged in by persons in that district.

Arriving at Red Cliff I interviewed Mr. Lon Barber following your suggestion made to Commissioner Clark and merely informed him that I was making a general investigation into the Chinese question all along the line and asked his assistance. Mr. Barber absolutely denied having connection with or any knowledge of any Chinese smuggling operations whatsoever. He stated that he has been in Red Cliff since Oct. 28, 1912, and other than one trip to Bowell and one or two trips to Medicine Hat he has not been out of the town. He knows nothing of wagon roads or trails and claims to have no knowledge whatsoever as to how smuggling practices such as described could be carried on.

Leaving Mr. Barber, I interviewed several of the prominent men of Red Cliff ascertaining that Mr. Barber is a highly respected citizen and bears a reputation of being perfectly square and honest in everything he does. After interviewing the railway agent, the hotel keeper, a real estate man, a merchant, a photographer and several chauffeurs having automobiles to hire and elici ting practically no information whatsoever other than as to the reputation of Mr. Barber, I returned to the Broadway Store of which Mr. Barber is proprietor and then informed him that I was in receipt of information which lead me to believe that he had not been quite frank with me in his first statement. I told him what my information was and where I had gotten it. He again denied any and all knowledge, his statement at the time of this second interview was practially as follows:

"I not only know nothing whatsoever of any actual smuggling operations but I have never noticed anything that appeared to me to be at all suspicious. There are six or seven Chinese here in town and they are connected with the restaurant and laundry and I believe there are a couple of Chinese cooks. As far as I know the same Chinese are here all the time. I do not know of any new ones coming here.

R. H. Taylor, Buffalo, N. Y., June 12, 1914, (2).

Practically the only foreigners of any kind here are these Chinamen and the laborers in the factories. (Brick factory, glass factory and iron rolling mill.) No, I do not know of any automobile men except the boys right here in town. There are a couple of boys who run machines between here and Medicine Hat but I do not know of anyone who goes South. There are no large machines in town at all,--nearly all Fords. There was only one machine came into the town in the past year that I know of and that is a second-hand one that came from Medicine Hat. (This statement was verified both at Medicine Hat and Red Cliff) No, it is not a large or fast machine. So far as my having any connection with the business of smuggling Chinese or having any information of anyone in any way connected with any smuggling operations, I cannot imagine where anyone would get such an idea. I know absolutely nothing about any such thing. Mrs. Snyder is one of the best of nurses. She is quite an elderly lady and has been nursing for years. She is great with the children and I think she could handle a sick man as well as she can a child but she is liable to let her imagination run. For instance she tells stories of times she was in the Bad Lands, of fighting Indians and all that sort of thing. She tells some stories that appear to be overdrawn. Where she ever got this idea about the smuggling of Chinamen I cannot imagine. She cer9 tainly never got it from me. No, I never borrowed any money from anyone I met at the Club. I never tried to. I do not know of any automobile man that has any money to lend. I do not believe I borrowed any money from anyone last winter. The Club is right up over my store but I never met a man there such as she describes. No, I think Mrs. Snyder is just talking as she certainly never heard any such thing from me. Sure, I am willing to swear that the statements I have made are true. I have about twenty thousand dollars locked up here in the store and I cannot afford to leave it or in fact pay attention to anythink else."

Deeming it impossible to secure any information in Red Cliff I proceeded to the Dominion Land office at Medicine Hat for the purpose of securing maps and obtaining information as to the possibilities of smuggling Chinese as described by Mrs. Snyder. There is no town of sufficient size that smuggling operations of the proportions described by Mrs. Snyder could be carried on without attracting undue notice between Calgary and Medicine Hat. Medicine Hat is situated seventy five miles from the border line almost due north of Wildhorse, the only customs office in that immediate vicinity. The next nearest customs office to Medicine Hat is Coutts, Mont.

In order to go south from points between Calgary and Medicine Hat by automobile, parties must of necessity travel by way of Red Cliff and Medicine Hat, by way of Gleichen (a point one hundred twenty five miles west) or straight south from Calgary as otherwise they could not cross the South Saskachewan and Belly Rivers. From points west of Gleichen the only feasible route by automobile would be directly south through Lethbridge crossing the border in the vicinity of Coutts, Mont. Coutts is about bifty miles from Shelby, Mont., and Wildhorse about the same distance from Havre, Mont.

Mr. McDonald, chief of the Dominion Land office in Medicine Hat, states that some of his officers were going over the country south of their office frequently and upon my request he called in two of these offibers and questioned them. Neither, however, had ever noticed anything which would in any way lead them to believe that automobiles other than those owned by the ranchers in the vicinity were doing any traveling south whatsoever.

Chief of Police Bruce very kindly called in his patrolmen and it was leanred that no one had been observed coming across the bridge at Medicine Hat either night or day which could possibly be a party of Chinese disguised as nuns.

Mr. George Hauson, Dominion Immigrant Inspector, stated that he is especially close to the Chinese situation in Medicine Hat account of recent orders that some new form of certificate be issued and stated that, aside from the usual number of Chinese constantly coming and going, there has been no noticeable number of changes in the Chinese population, which in Medicine Hat represents about one hundred persons. Inspector Hauson stated quite positively that one hundred Chinamen could not come into Medicine Hat and go out again within a month or so without his knowing something about it.

Inspector Shoepottom of the Royal Northwest Mounted Police informed me that his men constantly patrol the trails to the border and the boundry line itself south of Medicine Hat and that it would be impossible for any number of Chinese persons to be driven through that country without his receiving word thereof in some form or other.

Conductors on three through trains and two local trains were interviewed and were unanimous in the statement that Chinese travel from points east and west to Medicine Hat and vicinity is very limited, and in the majority of instances such Chinese prsons as do board trains are known by said conductors to be purely local Chinamen.

In view of the lay of the country and the size of the towns there would be little or no incentive for smuggling of Chinese from

points between Calgary and Medicine Hat. It is possible to drive Chinese south from Medicine Hat to Havre, Mont, but diligent inquiry at practically every available source fails to indicate that any such practice has been indulged in.

Mr. Barber appears to be a perfectly straightforward and upright gentleman. He talked to me in a manner that carried conviction and impressed one with his sincerity.

The Chief of Medicine Hat Police, Inspector of Provincial Police, Dominion Land Agent, Dominion Immigration Inspector and several others whom I interviewed and who are in position to observe the number of strangers proceeding south from Medicine Hat all claim to have absolutely no knowledge of the carrying on of any such practices. I am, therefore, of the opinion that the report made by Mrs. O. S. Snyder is without foundation in fact; for while she may have heard rumors of smuggling of Chinese in the manner described by her, I cannot find evidence which would indicate that such practice has been indulged in.

As a precautionary measure, I requested Inspector Shoepottom of the Royal Northwest Mounted Police to, if possible, keep in touch with the situation and he very kindly promised to issue instructions to those under him to report anything of a suspicious nature observed and should it be learned by him that Chinese or others are being driven south from Medicine Hat across the border he will inform me of that fact. A similar request was made of Dominion Immigrant Inspector Hauson and like arrangements effected.

In view of the distance to Weldhorse, the very small likelihood of their being information available at that place and the urgent necessity of my returning to Winnipeg as soon as consistently possible, a trip to that place was not attempted.

Duplicate of Montreal file 10889/203 is herewith enclosed.

Walter E. Lawrence
Inspector in Charge

No. 309-C. Buffalo, N.Y., June 17, 1914.

U. S. Commissioner of Immigration,
Montreal, Canada.

Inclosed herewith will be found your file No. 10899/203 regarding information furnished by Mrs. C. S. Snyder, Gold Hill, Oregon, to the effect that Chinese were being smuggled across the border in the vicinity of Calgary or Medicine Hat, together with copy of report submitted by Inspector in Charge Walter E. Carr, dated June 12, 1914, which tends to show that the information furnished by Mrs. Snyder is without foundation in fact.

(Signed) Richard H. Taylor,

RHT-IT. Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF _____

CONFIDENTIAL. PORT OF Buffalo, N.Y., June 16, 1914.

No. 809-S.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found communication from the Commissioner of Immigration, Seattle, No. 4208, dated June 11, 1914, inclosing copy of report from Inspector Fisher, dated June 9, 1914, regarding smugglers Bayne and Lortie, and requesting to be advised as to what methods should be employed in carrying on this work; also copy of my reply thereto.

Inspector Fisher's report, together with others previously submitted, show that although he and Watchman Patterson have been working on these suspects for over three months, the latter have succeeded in eluding them at will. In addition to this, their failure to properly handle the case of Fireman Nelson et al., apprehended by the Blaine office May 15, 1914, for having Chinese in the tool box of his engine (while at the same time he was supposed to be under surveillance by Inspector Fisher and Watchman Patterson working on another engine with Engineer Low, when, as was subsequently shown, he was running on an entirely different engine and working with Engineer McGregor) demonstrates their unfitness for work of this character, as pointed out in my letter to Commissioner White.

From present indications it would appear that no results can be expected in the Seattle District until I have an opportunity to personally arrange a

suitable detail for the handling of Chinese smuggling work in that section.

Richard T. Dayton.
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
SEATTLE, WASH.

No. 4208.

June 11, 1914.

June 15

Richard H. Taylor,
Immigrant Inspector,
Castle, Inn,
Buffalo, New York.

I enclose you herewith a copy of a report made by Inspector Fisher, dated June 9th, in further reference to the cases of Fred Bayne and Louis Lortie.

Kindly advise what methods you wish to have Inspector Fisher employ in carrying on this work.

Henry M. White
Commissioner.

JHS/D

Enclosure.

4208

June 9,1914.

Commissioner of Immigration.
Seattle,Washington.

Adverting to the case of Fred Bayne and Louis Lortie, suspected smugglers of chinese, it is my desire to follow instructions to the letter and do whatever is wanted in this case, but I am somewhat at loss to know just what is wanted and how far it is desired I should go in the matter.

For instance I am instructed to discontinue shadowing these parties, though I have made no pretense of shadowing them to any extent since instructed otherwise by you during the later part of April, then I am instructed to locate Lortie's launch and keep a quiet watch on same. Now there is no way that I know of of locating said launch except by shadowing either Bayne or Lortie or both. I have exausted every other resource that I could think of without gaining anything.

I am of the opinion that Edward Hughes was mistaken in regard to Bayne having made his recent trips in a launch called the "Klatawa", there are four boats of that name that I have located and all of which are eliminated, I find however that Bayne's original boat was called the "Klatawa", that boat burned in Vancouver as previously reported by me, was rebuildt and was the same boat on which U.S.Attorney Allen and Martin made their trip, I obtained a drawing of her from Mr.Martin then found that she had been remodled by the Westside Machine Works of West Seattle, the man who attended to the remodelling identifies a picture of Bayne's present launch, now moored at the Centenial Mill dock as the same boat after he had finished with her. We therefore have no description whatsoever of the launch used on the last two trips by Bayne nor of Lortie's launch, which are probably one and the same. As far as the shadowing of these parties is concerned it is my opinion that no person can be shadowed closely continually for any great length of time without getting on to the fact, but I do claim that I can shadow these or any other parties as well as anyone can, but in order to do so successfully I must have a little leeway, such as the right or authority to rent a room in their neighboorhood in order not to attract attention by standing outside while watching their house, and to be able to hire a taxi if the occassion should arise when one would be needed, also authority ~~money~~ for any expenses which must naturally arise when watching persons who frequent saloons and other places such as those frequented by these parties, it being simply impossible to "hang around" a place of that kind for

even a short time without spending some money, which heretofor I have paid out of my own pocket when such expenditure was made, but which I cannot afford to make a practice of doing.

As there is nothing whatsoever left to my judgement, my orders being to follow instructions literally, I would respectfully request that I be given said instructions definite enough that I may know just what is wanted of me.

THOS. M. FISHER

Immigrant Inspector.

Buffalo, N.Y., June 16, 1914.

No. 309-S.

Commissioner of Immigration,
Seattle, Washington.

Receipt is respectfully acknowledged of your No. 4208, dated June 11, 1914, inclosing copy of report of Inspector Fisher dated June 9, 1914, in further reference to the case of Fred Bayne and Louis Lortie, and requesting to be advised as to what methods Inspector Fisher should employ in carrying on this work.

Replying to the foregoing beg to advise that a careful analysis of the manner in which this work has been handled by Inspector Fisher demonstrates clearly that he is not qualified for work of this character. This is fully shown by his failure, after working on the case almost continuously for three months, to gain any information whatever regarding the movements of suspects Bayne and Lortie; that, according to his reports, Bayne has made at least one, and probably two, successful trips during the time he was supposed to be under surveillance. Regarding the Nelson et al. case, although Inspector Fisher's reports just prior to the time of Nelson's arrest purport to show that Nelson was working on a certain engine with suspect Billy Low, this, as subsequently admitted by Inspector Fisher, was not the case. At that time suspect Nelson was running on an entirely different engine and with another engineer and had been during the period when he was supposed to have been seen by Inspector Fisher and Watchman Patterson running an engine with suspect Low. There is nothing to indicate

that Nelson and McGregor were not actually bringing Chinese in during the time the former was supposed to be under constant surveillance by Inspector Fisher and Watchman Patterson and, but for their accidental discovery by the Blaine officers, their practices would doubtless have continued uninterrupted.

In view of the foregoing, it is suggested that you detail some other officer better qualified to perform confidential work of this nature to take charge of the Bayne-Lortie case and handle same through informants Hughes and Taylor. If correct information cannot be obtained through the latter source, some active trustworthy young man should be employed temporarily to keep Bayne under surveillance. In this connection it would be inadvisable for such a person to loiter in saloons or pool rooms with the suspects; nothing can be gained by such practices and the shadow is only unnecessarily exposed to the suspect, [illegible]. Judging from the reports of Inspector Fisher and Watchman Patterson, the watchman at the Centennial dockhas doubtless advised Bayne that his boat is being kept under surveillance. Of course the mistake of making a confidant of this watchman cannot be remedied but it serves to show that the assistance of outsiders should not be enlisted in connection with confidential work of this kind until their reliability has been fully determined.

As further evidence of the lack of appropriate alertness on the part of Inspector Fisher and Watchman Patterson, following the information regarding mail cars #108 and #109, these officers immediately began searching the tool boxes under these cars in which it was reported Chinese were being smuggled in, instead of keeping such cars under secret observation with a view of apprehending the person or persons who attempted to liberate the Chinese. In

the first place the most that could have been accomplished under the method pursued was the apprehension of the Chinese in said box without any possibility of fixing the responsibility for their presence there; and, second, it is reasonable to suppose that the persons engaged in this business would have made it a point to ascertain whether or not the car was under suspicion either by keeping it under secret surveillance themselves or arranging means of determining whether the box had been opened and searched.

Permit me to suggest that personalities should not enter into this work. The officer who delivers the goods is the one we want and the officer who fails to deliver the goods should abide by the consequences. Similar work at other stations under more adverse conditions has been productive of good results, and if the suspects in your District, particularly Bayne and Lertis who appear to be active, have succeeded in eluding your officers for more than three months, it is perfectly apparent that the efforts of the latter have been misdirected and, in view of positive instructions from the Bureau that Chinese smuggling operations must be broken up, it is to be hoped, with that object in view, that the above suggestions will meet with your approval.

(Signed) Richard H. Taylor.

RHT-IT. Immigrant Inspector.

Official copy respectfully forwarded to the Commissioner General of Immigration, Washington, D.C.

Richard H. Taylor.
Immigrant Inspector.

53788/1-A. June 19, 1914.

Inspector in Charge,
Immigration Service,
Jacksonville, Florida.

In reply to your letter of June 15th, No. 16-8/52, you are advised that it was not intended to allow per diem or actual expenses to officers and employees on board the vessel "Corinthia" while on cruising duty in Florida waters. It was intended that the cost of food and other supplies incident to maintenance of the officers and crew shall be purchased and vouchered in the regula r way and it is obvious that if subsistence (both board and lodging) is furnished to these men, they would not be entitled to make a duplicate charge for such service. It is presumed, moreover, that their maintenance will continue even though the vessel may be temporarily in port or actually cruising at sea.

You should make suitable arrangements for furnishing supplies to be billed upon blue vouchers and regulated according to a reasonable plan of operation. It is expected that Inspector Vincent will supervise the use of the supplies thus procured so that they not be wasted or devoted to other than official purposes as contemplated by the detail.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 6/19 BY

Acting Commissioner-General.

RCD/JLD

58776/36 June 17, 1914.

R. H. Taylor,
Castle Inn,
Buffalo, N. Y.

Cannot come. Have wired United States Attorney and mailed you copy telegram.

CAMINETTI.

Attest:
EXACT COPY AS SIGNED BY A. CAMINETTI
MAILED 6/17 BY
Commissioner-General.

2,4 5 PM

AHR/CTH

53776/36 June 17, 1914.

Hon. John Lord O'Brien,
United States Attorney,
Buffalo, N. Y.

Had hoped I might be able to be in Rochester tomorrow for personal conference with you when smugglers are to be sentenced, but important engagements here prevent. We are exerting special efforts throughout country to break up Chinese smuggling. Buffalo and vicinity a favorite field for operation of smugglers. Please impress his honor Judge Hazel with importance of his supplementing our efforts by imposing heavy punitive sentences in pending cases.

EXACT COPY AS SIGNED BY A. CAMINETTI
MAILED 6/17 BY
Commissioner-General of Immigration.
2:15 pm

AWP.

DEPARTMENT OF LABOR

R.H.
Taylor
Castle Inn
Buffalo, N.Y.

Can not come
Have wired United
States Atty and
mail you copy telegram

No. 203
Ed. 5-13-13—200,000

OF LABOR

RAM

RECEIVED
BUREAU OF IMMIGRATION
JUN 17 1914

ne 16, 1914.

sentenced Rochester Thursday

act influence offered their

Copy to be mailed Taylor

U.S. Atty, Buffalo, N.Y.

Had hoped I might be able to be in Rochester tomorrow for personal conference with you when Smugglers are to be sentenced, but important engagements here prevent. We are exerting special efforts throughout country to break up Chinese smuggling. Buffalo and vicinity a favorite fields for operations of smugglers. Please impress his honor Judge Hazel with importance of his supplementing our efforts by imposing heavy punitive sentences in pending cases.

Inv 53776-37 & 36 for Ch

OF LABOR

RAM

RECEIVED
BUREAU OF IMMIGRATION
JUN 17 1914

1WU Y 22 Paid Government Night

Buffalo, N. Y., June 16, 1914.

Caminetti,
Immigration,
Washington, D. C.

Swartzenburg Tucker and Oberst sentenced Rochester Thursday afternoon, your presence desired counteract influence offered their behalf. Wire.

Taylor.

June 17, 1914...9am-

Copy to be mailed Taylor

U.S. Atty, Buffalo, N.Y.

Had hoped I might be able to be in Rochester tomorrow for personal conference with you when smugglers are to be sentenced, but important engagements here present. We are exerting special efforts throughout country to break up Chinese smuggling. Buffalo and vicinity a favorite fields for operations of smugglers. Please impress his honor Judge Hazel with importance of his supplementing our efforts by imposing heavy punitive sentences in pending cases.

Inv 53776=37 & 36 for Chinese involved

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
JACKSONVILLE, FLA.

No. 16-C/52.

188/1

June 15, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 17 1914

Commissioner-General of Immigration,
Department of Labor,
Washington, D. C.

Referring to that part of Bureau letter of April 29, 1914, No. 53708/1, which reads as follows:

> "By other letters, of which copies are inclosed, you will observe that the following members of the crew of the boat "Corinthia" have also been ordered transferred to Tampa temporarily, viz: George A. Perkins, Pilot and Engineer at $1200 per annum; Ralph C. Valle, Assistant Engineer, at $960 per annum, and Ally B. Means, Deckhand, at $720 per annum.",

and to that part of Bureau letter dated June 10, 1914, No. 53100/773, which reads as follows:

> " x x x you are now authorized to, at the proper time, temporarily transfer Inspector Vincent from Key West to Tampa, Florida, and take charge of the gasoline boat "Corinthia" upon her arrival at the latter port from New Orleans.",

I have the honor to state that on May 22nd I wrote the Bureau as follows regarding expenses to be allowed Inspector Vincent while away from Key West, which is now his official station:

> "Referring to the assignment of Inspector Vincent to this duty, I beg to state that under date of the 12th instant I wrote to the officer in charge at Key West, for the information of Inspector Vincent, as follows:
>
> 'As I understand it, the officer (the immigration officer in charge of the Corinthia) will not receive an allowance in lieu of subsistence, but subsistence will be furnished aboard the vessel at Government expense.'
>
> This conclusion was based on the statements in the letters written by the Bureau to the officers of the "Corinthia" at New Orleans, reading as follows:

"Your maintenance charges while cruising at sea on the "Corinthia" will be paid from the appropriation "Expenses of Regulating Immigration". '

It is only fair that Inspector Vincent's expenses during this detail should be borne by the Government, as during this entire time he will have to maintain his residence and family at Key West."

In view of the foregoing, I would thank the Bureau to advise whether it is the intention that these men shall receive subsistence while the "Corinthia" is cruising at sea, and that, when the boat is tied up at Tampa or some other port, they shall receive an allowance in lieu of subsistence; or whether it is the intention that these officers shall get their maintenance aboard the "Corinthia", at Government expense, during the entire time she is in this district, regardless of whether the vessel is tied up at a port or is cruising on the seas.

Specific instructions are desired in this matter, in order that we may know how to prepare expense vouchers.

Thos. V. Kinsella.
Inspector in Charge.

JWH

RECEIVED
BUREAU OF IMMIGRATION
JUN 16 1914

Buffalo, N.Y., June 15, 1914.

Official copy respectfully referred to the Commissioner General of Immigration in reply to Bureau letter No. 53788/1, dated June 10, 1914. Please advise whether the State Department has been requested to direct the United States Consul at Havana to furnish the information suggested in my letter No. 53620/309-J dated May 2, 1914.

Richard T. Day Jr.
Immigrant Inspector.

RHT-IT.

No. 309-10. Buffalo, N.Y., June 15, 1914.

Inspector in Charge,
U.S. Immigration Service,
Jacksonville, Florida.

Reference being had to your letter No. 16-C/52, dated June 10, 1914, and Bureau's instructions No. 53788/1, dated June 10, 1914, copy of which is attached hereto, it is suggested that the "Corinthia" be detailed for patrol duty at Tampa and Boca Grande and points in that vicinity for the purpose of overhauling and searching all small craft operating in that section. In performing this work Inspector Vicent should act in the capacity of Customs Inspector and make his searches ostensibly for the purpose of ascertaining if these vessels are complying with the navigation laws as regards their equipment. It is known that some of these vessels visit the coast of Cuba and others have intercepted larger vessels for the purpose of landing contraband Chinese. By an active patrol of this kind the smugglers, if operating, will be caught or the practice broken up. In the meantime you should keep in touch with the "Corinthia" in order to transmit information received regarding vessels suspected of having contraband Chinese on board. In view of our having an informant in Jamaica who is reporting when Chinese are placed on vessels leaving that Island, it is not considered advisable to start a promiscuous search of the larger schooners plying between Jamaica and gulf ports at this time. If one or two of such vessels were boarded and searched the news would soon be communicated to all such vessels operating in that trade; therefore, it is considered advisable to search at

this time only such vessels of the latter class when positive information is received that Chinese stow-ways are on board.

Later in the season, after completing her work south of Tampa as above outlined, she should be moved north for the purpose of watching and searching all schooners destined to northern gulf ports as far west as Cat and Fish Island where transfers of contraband Chinese have been made from larger to smaller fishing boats and in that way conveyed to the main land.

In connection with this work you will necessarily be governed by local conditions and exigencies which could not be covered in advance by specific instructions.

A log should be kept on board the "Corinthia" by Inspector Vincent and Pilot Newton, and the former should submit at least once a week detailed reports directly to me covering the movements of the "Corinthia" and work performed, transmitting a copy to you; you should also furnish me with copies of all communications addressed to Inspector Vicent or anyone else connected with this detail and their replies thereto.

In connection with this detail Inspector Vicent should report immediately to the nearest Customs Inspector having jurisdiction any and all violations of the Customs and Navigation laws, furnishing full particulars in each instance.

In view of the enormous expense incident to operating the "Corinthia", it is to be hoped Inspector Vicent will make every effort to break up smuggling operations in the territory which he is to cover within the time specified in the assignment or demonstrate the necessity for a continuance thereof.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

Continued

from

53788

1-9

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

No. 53788

SUBJECT:

1-91

14—349

L

CONTINUED UNDER

53788-1-J

HEREAFTER

53788/1

16004/48-B
16000/617

June 23, 1914.

New Orleans, in letter of above date and number in regard to the furlough of Master and Pilot James L. Higbee, states that the launch "Corinthia" left that port for Tampa, Florida, at 11:30 a.m., June 20, 1914.

Original in 53400-34

June 25, 1914

Richard H. Taylor,
C/o Hotel Rector,
Seattle, Washington.

I have received your letter of June 22nd transmitting for filing reports and copies of correspondence regarding Chinese smuggling operations in the vicinity of El Paso, Texas. It is noted that the smugglers are apparently becoming quite active again along the Mexican border. Of course, you will do all that you can, in the way of supervision and suggestion under the plan of operation now being carried out, to assist the Supervising Inspector and those serving under him in efforts to break up these operations. In the course of time, doubtless you will reach the Mexican border on your present trip, when these matters can be given close personal supervision by you.

A.W.S./ AWT-C

Commissioner-General

Exact copy as signed by A. Caminetti and mailed 6/25/14.

A.W.S.

DEPARTMENT OF LABOR 6/25-

M. Carmichael

It is quite evident from these reports that smuggling at the Mexican border is again becoming serious. Taylor will have to go there when he gets around to it.

No. 203
Ed. 1-6-14—400,000

A.W.P.

T OF LABOR
SERVICE

OFFICE OF.....

PORT OF Buffalo, N.Y., June 22, 1914.

...e found reports and copies of

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...rom Supervising Inspector
...rge, Denver, dated May 15, 1914,
...nspector in Charge, Albuquerque,
... Hop Lee Laundry (Fong Fung,
...he receiving point for contraband
... Mexican border, and suggesting
... touch with the railroad employees
...h movement of Chinese.

...he Bureau by Supervising Inspector
...d May 28, 1914, reporting the arrest
... S.W. freight yards at El Paso, Texas,
...arry H. Hopper; and advising that
... the understanding that he would furnish
...rs.

...ctor Berkshire, No. 5084/220, dated
... of reports submitted by Inspector
...and Inspector Robb, dated June 2, 1914,
...shed by Harry H. Hopper to the effect
... smuggler, was arranging to take
...Globe, Arizona, via automobile.

4. Report from Supervising Inspector Berkshire No. 5084/316, dated June 3, 1914, inclosing report of Inspector Perkins dated June 1, 1914, concerning operations of "TP." Clark, an employe of the Texas and Pacific road and Santos Duran, now serving a short sentence in the El Paso County jail on a charge of conspiracy to smuggle Chinese into the United States. Informant Hopper advises that Clark is not active at this time because of Duran's incarceration.

T OF LABOR
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T OF LABOR
ERVICE

"CONFIDENTIAL.

OFFICE OF.....

No. 309/14.

PORT OF Buffalo, N.Y., June 22, 1914.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found reports and copies of correspondence regarding Chinese smuggling operations in the vicinity of El Paso, Texas:

1. Copy of letter No. 5084/359 from Supervising Inspector Berkshire to Inspector in Charge, Denver, dated May 15, 1914, inclosing copy of letter to Inspector in Charge, Albuquerque, New Mexico, and advising that Hop Lee Laundry (Fong Fung, proprietor) of Las Vegas is the receiving point for contraband Chinese destined north of the Mexican border, and suggesting that the Denver office get in touch with the railroad employees for information regarding such movement of Chinese.

2. Copy of report addressed to the Bureau by Supervising Inspector Berkshire, No. 5025/588, dated May 28, 1914, reporting the arrest of four Chinese in the E.P. & S.W. freight yards at El Paso, Texas, May 25, 1914, together with Harry H. Hopper; and advising that the latter was released upon the understanding that he would furnish information regarding smugglers.

3. Report from Supervising Inspector Berkshire, No. 5084/220, dated June 3, 1914, inclosing copy of reports submitted by Inspector Perkins, dated June 1, 1914, and Inspector Robb, dated June 2, 1914, concerning information furnished by Harry H. Hopper to the effect that Guy Lemon, a well known smuggler, was arranging to take Chinese to Silver City and Globe, Arizona, via automobile.

4. Report from Supervising Inspector Berkshire No. 5084/316, dated June 3, 1914, inclosing report of Inspector Perkins dated June 1, 1914, concerning operations of "TP." Clark, an employe of the Texas and Pacific road and Santos Duran, now serving a short sentence in the El Paso County jail on a charge of conspiracy to smuggle Chinese into the United States. Informant Hopper advises that Clark is not active at this time because of Duran's incarceration.

5. Report from Supervising Inspector Berkshire No. 5025/574 dated May 18, 1914, transmitting copy of statement of Harry R. Ross, Chinese smuggler arrested May 5, 1914, upon information furnished by V. Clark, charge vio. sec. 11, and held for Grand Jury in sum of $1000. Copy of telegram to Supervising Inspector Berkshire dated May 28, 1914, requesting further information regarding statement of Ross that he knew of Chinese smuggling operations in Puget Sound. The contraband Chinese Hoy Dow made a full statement implicating Ross in connection with Wong Toy head of the smugglers in Juarez, Mexico. Ross subsequently denied any knowledge of Chinese smuggling operations in the Puget Sound District.

6. Letter from Supervising Inspector Berkshire No. 5084/206, dated June 4, 1914, transmitting copy of report submitted by Inspectors Cousar and Belcher, dated June 3, 1914, regarding the inspection of the El Paso Milling Company's plant with the information that it was doubtful whether Chinese could be placed in cars in the vicinity of said plant because of the careful manner in which same is now being watched.

7. Letter from Supervising Inspector Berkshire No. 5025/396, dated June 4, 1914, transmitting copy of report of investigation submitted by Inspector Robb, dated June 3, 1914, regarding smuggling operations in the vicinity of 601 and 619 Canal Street, El Paso, reported by Santa Fe watchman Hendrix. No results.

8. Copy of report submitted by Inspector Trowbridge to Supervising Inspector Berkshire, dated June 5, 1914, transmitting information to the effect that Pedro Flores and Rafael Pies were implicated in the smuggling of the four Chinese arrested in the E.P. & S.W. yards May 15, 1914; that these smugglers were working for Wong Fong.

9. Letter from Supervising Inspector Berkshire No. 5084/377, dated June 8, 1914, forwarding copy of report submitted by Inspector Perkins, dated June 5, 1914, advising that former interpreter Antonio Sierra, informant in the Harry R. Ross case, reported that V. W. Clark furnished him with the information regarding Ross; that Clark conducted a small Hamburger lunch stand corner San Antonio and El Paso streets; that Clark reports that Harry H. Hopper was planning to bring Chinese across the river; that Porter and Smith were preparing to take Chinese out in freight cars; that Porter has been trying to secure an automobile for use in Chinese smuggling operations; that Clark is without funds and might be employed as informant.

10. Letter from Supervising Inspector Berkshire No. 5084/379, dated June 8, 1914, transmitting copy of report of Inspector Robb, dated June 4, 1914, advising that Harry H. Hopper reported that Watchman

Heifrein had told smuggler Hundley that the latter could work in El Paso but that he would be arrested if he attempted to leave; that Hopper had secured a job as brakeman on the S.P. and was about to leave for Tuscon.

11. Copy of report from Supervising Inspector Berkshire, No. 5025/277, dated June 8, 1914, to Inspector in Charge, Chicago, advising that at the April term, 1913, Federal Grand Jury at El Paso returned indictments against Lewis R. Briggs, Jack Hetzel, Maguel Chavez and Santos Duran, charging them with having conpsired to illegally import Chinese secreted in the roof of chair car No. 525, Texas-Pacific train No. 4; found guilty and on April 17, 1914, sentenced by Judge Burns: Briggs to pay fine of $300; Hetzel to serve one year and one day in Leavenworth Penitentiary and Chavez and Duran to serve three months each in the El Paso County jail.

12. Copy of letter from Supervising Inspector Berkshire to the Inspector in Charge Tuscon, No. 5084/371, dated June 9, 1914, advising that Harry H. Hopper, arrested in El Paso May 25, 1914, in connection with Chinese smuggling operations and released upon promise to furnish information regarding Guy Lemon and TP. Clark had left for Tuscon and directing that he be watched. Copy of report from Inspector in Charge Burnett, dated June 11, 1914, advising that Hopper had called at his office and promised to furnish information regarding Chinese smuggling operations.

13. Letter from Supervising Inspector Berkshire No. 5084/498, dated June 9, 1914, inclosing copy of report from William M. Johnson, dated June 8, 1914, advising that Ed Fink who was indicted at Roswell, New Mexico, a few years ago in connection with Chinese smuggling operations, is still in Tampico, Mexico, and refused to leave with other refugees; also copy of report from Inspector Johnson dated June 10, 1914, reporting that Chick Wise, Chinese smuggler, has returned to El Paso and suggesting that he be watched.

14. Copy of confidential report from Inspector in Charge Burnett of Tuscon, No. 1520/29, dated June 9, 1914, and other correspondence, concerning information furnished by George Skeels to the effect that Ike Alderette and Bob Glenn, saloon keepers in Nogales, Arizona; George Caywood, an automobile mechanic in Nogales; J.K.VanHarlingen, brother-in-law of Caywood who resides in Tuscon; W.E.Barnes, formerly employed as a Southern Pacific brakeman at Tuscon; E.V.Anaya, formerly Deputy United States Marshal at Tuscon and now Constitutionalist Consul at Nogales, and the latter's brother in law, Escobosa, who has a cattle ranch between Tuscon and Nogales, are arranging to smuggle Chinese into the vicinity of Tuscon by automobile and then place them in freight cars destined to California; advising that this matter was submitted to Assistant United States Attorney Pattee, who

advised that informant Skeels be permitted to participate in the conspiracy in order to secure information against the original conspirators; and that Inspector McMahan has been temporarily assigned to work, under cover, with informant Skeels.

15. Report from Supervising Inspector Berkshire, No. 5025/510-A, dated June 18, 1914, regarding the arrest of Thomas Martin and four Chinese in Martin's horse car at Tucumcari, New Mexico, April 24, 1914; that Martin is now held under $2000 bond; submitting report from Chinese Interpreter Yee Bock Hop and advising that an attempt will be made to prosecute Ching Co, alias Chin Suey, alias Ah Charley, as coconspirator with Martin, it appearing that he assisted the latter in bringing in the other three Chinese who were with him at the time of his arrest.

Judging from the foregoing Chinese smuggling operations are again becoming active along the Mexican border irrespective of unsettled conditions in Mexico.

Richard H. Taylor.
Immigrant Inspector.

RHT-IT.

#1

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.
5084/359

May 15, 1914.

Inspector in Charge,
Immigration Service,
Denver, Colorado.

For your information, there is forwarded herewith copy of letter of above number this date being addressed to Chinese Inspector V. F. Partch of Albuquerque, New Mexico. In explanation, it may be stated that Chas. L. Sharp, a Chinese smuggler who recently entered a plea of guilty to such an indictment returned against him at Santa Fe, made a statement to the effect that the Hop Lee Laundry (Foon Fung proprietor) of Las Vegas is the receiving point for contraband Chinese proceeding from the Mexican Border in this vicinity; that such Chinese are delivered to the Hop Lee laundry, the proprietor of which then purchases transportation and in other ways further assists the contrabands on their journey. This office is in possession of information from other sources corroborating Sharp's statement in this respect. It is understood that most of such aliens are northward bound from Las Vegas, and your office may likewise receive valuable assistance by getting into personal touch with certain of the railroad employees.

(signed) F. W. Berkshire
Supervising Inspector.

Exact copy as signed by F. W. Berkshire
Inc. No. 62141 MAY 15 1914
Mailed ____ by ____

Official copy respectfully referred to Inspector R. H. Taylor, C/o Immigration Bureau, Washington, D.C., for his information.

F. W. Berkshire
Supervising Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO

No. 5084/359

May 15, 1914.

V. F. Partch,
Chinese Inspector,
Albuquerque, New Mexico.

Careful consideration has been given to your letter No.47/11 of the 4th, and particularly to the suggestion therein that this office communicate with the general passenger agent of the Santa Fe Railway at Topeka, Kansas, requesting that he issue instructions to the agent at Las Vegas and to certain trainmen looking to their co-operation with the officers of this Service, by reporting when Chinese board the trains at Las Vegas or vicinity. It is deemed inadvisable to comply with your suggestion at this time. Of course the main purpose of the railroad company is to gather revenue, and it can not be expected to officially define a course designed to prevent the consummation of the primary object of its existence. Las Vegas is not situated on the Border, but many miles inland, and the officials of the railroad can not reasonably be expected to ensure that Chinese boarding the passenger trains at that point, and purchasing transportation, are contraband aliens. It is anticipated that if this matter were brought to the notice of the officials of the company, instructions would be issued in direct opposition to our desires. It is suggested that the better course is for you to cultivate the good will of employees of the road in a position to render us assistance, and by personal influence induce them to render the necessary assistance.

(Signed) F.W.Berkshire.
Supervising Inspector.

Exact copy as signed by F. W. Berkshire
MAY 15 1914
Mailed ____ by ____

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 5025/584

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

May 27, 1914.

Inspector in Charge,
Immigration Service,
Jacksonville, Florida.

There were found in the possession of contraband Chinese, recently arrested in the vicinity of Toyah, Texas, proceeding overland near the Texas and Pacific Railway, slips containing the following address: "Chas. Johnson, No.807 Main Street, Jacksonville, Florida." Concerning this, Inspector M. H. Jones, who made the arrests, states:

"I have been informed that Robert P. Brant of El Paso, Texas & Pacific brakeman and sometime conductor, running freight trains between El Paso and Toyah, Tex., recently passed through here enroute to Jacksonville, Florida, and its vicinity, presumably for a sixty day visit. I have no information that Johnson is in any way associated with Brant, but Johnson's name being found in the possession of two of the Chinese apprehended on different dates, and Brant being one whom I regard with suspicion, the coincidence is brought to your attention."

The foregoing information is furnished you for any possible value it may have. If you secure any evidence at your place showing either of the parties named to be receiving contraband Chinese there, will you kindly advise this office?

Exact copy as signed by George J. Harris
Mailed MAY 27 1914 by

(signed) George J. Harris,

Acting Supervising Inspector.

Copy referred to R. H. Taylor, Immigrant Inspector, C/o Immigration Bureau, Washington, D. C.

George J. Harris
Acting Supervising Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#2

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

5023/588

May 28, 1914.

Commissioner-General of Immigration,
Washington, D. C.

There are transmitted herewith records of warrant hearings accorded the Chinese aliens, Die Say, Lee Lay alias Wee Lee, Jung Yee alias Lee Yee, and Lee Ng alias Haw Ngee, arrested pursuant to departmental telegraphic warrant of arrest of the 27th instant, said hearings having been conducted by Inspector Wilmoth at El Paso, Texas, on the same date.

The records show that the aliens named are natives and subjects of China, and entered the United States from Mexico at or near El Paso, Texas, on May 25, 1914, without inspection; the examining inspector therefore recommends their deportation to China, the country whence they originally came. This office concurs in the recommendation of Inspector Wilmoth.

The aliens above named were apprehended in the E.P.& S.W. R.R. Yards at El Paso, Texas, on the night of the 25th instant, by Inspectors Perkins and Trowbridge. The officers named also took into custody at that time, Harry H. Hopper, known to be a Chinese smuggler, who was in the said railroad yards and is believed to have been implicated in the illegal entry of the said aliens; Sufficient evidence to connect him with the transaction, however, could not be obtained, and upon the advice of the Assistant United States Attorney, complaint was not filed against him.; he was released on the 26th instant upon the understanding that he would furnish this office with information concerning the operations of other smugglers.

Incls-35926
HWD

Acting Supervising Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#3

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5084/220.

June 3, 1914.

Richard H. Taylor,
Immigrant Inspector,
c/o Inspector in Charge,
Immigration Service,
Buffalo, New York.

There are inclosed herewith copy of report of Inspector Perkins of June 1, 1914, and copy of report of Inspector W. H. Robb of June 2, 1914, concerning the operations of one Guy Lemon, who, as you may remember, has long been suspected of being implicated in Chinese smuggling operations in this vicinity. For sometime past Guy Lemon has been residing away from El Paso and it is understood has been engaged in legitimate employment. As you have been previously advised, the informant Harry H. Hopper was recently taken into custody with four Chinamen in the E. P. & S.W. yards, but was released upon the advice of the Assistant U. S. Attorney, in whose opinion the evidence was not sufficient to hold Hopper for the Grand Jury. The officers of this service are keeping in touch with the movements of Guy Lemon and it is hoped that his apprehension will occur in the near future.

In this connection, it might be stated that the operations of the smugglers in this vicinity have been retarded by reason of the high water of the Rio Grande, making it practically impossible for the Chinese to cross.

Fred Brenckle
Supervising Inspector.

Incl: 42068.
WAB.

5084/220

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

RECEIVED
JUN 2 1914
IMMIGRATION SERVICE
EL PASO, TEXAS.

June 1, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

On May 30th, Harry H. Hopper informed me that there were at that time four paper,(certificate) men in hiding some where on S. Oregon St. He did not know exactly where they were but stated that they had been here for several days and would remain for several more. Guy Lemon was considering taking them out of town in an automobile. On of these men was destined to Silver City, another to Globe, the third to Miami. Hopper did not know the destination of the fourth one. Lemon was undecided as to whether or not he would make the trip on account of having to deliver the Chinese to so many different places. Hopper promised to use every effort to ascertain by what means and at what time these men would leave town and their destination if the guide should deliver them at some other point.

Clifford D. Perkins
Chinese Inspector.

5084/220

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

RECEIVED
JUN 2 1914
IMMIGRATION SERVICE
EL PASO, TEXAS.

June 2,1914.

Supervising Inspector,
Immigration Service,
El Paso,Texas.

H. H. Hopper advised me yesterday Guy Lemon could not get the necessary expense money from the five Chinese that he had intended to move to Miami, Silver City and other points via automobile and as a consequence would not move them in th that way but if they did not come thru with the necessary funds, $50.00.each, he would try to get them out thru the Pierson plant.

W H Robb
Immigrant Inspector.

#4

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5084/316.

June 3, 1914.

Richard H. Taylor,
Immigrant Inspector,
c/o Inspector in Charge,
Immigration Service,
Buffalo, New York.

For your information, there is inclosed herewith copy of report of Inspector Clifford A. Perkins on June 1, 1914, concerning the operations of one Clark and Santos Duran. Clark is an employee of the Texas and Pacific Railroad and has for some time been suspected of being implicated in Chinese smuggling operations. His movements have been watched at El Paso, and at Toyah and Pecos by officers especially detailed for that purpose, but so far we have not succeeded in securing evidence upon which to base a prosecution against him.

Santos Duran is now serving a short sentence in the El Paso County Jail upon the charge of conspiracy to smuggle Chinese aliens from Mexico.

Supervising Inspector.

Incl: 52056.
WAB.

5084/316

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

RECEIVED
JUN 2 1914
IMMIGRATION SERVICE.
EL PASO, TEXAS.

June 1, 1914.

Supervising Inspector,
Immigration Service,
El paso, Texas.

Regarding "TP", (Senator) Clark you are advised that Harry H. Hopper informed me on Sat., May 30, that Clark was not active at this time for the reason that he works with Santos Duran who is at present serving a sentence for Chinese smuggling. Clark makes all the arrangements while Duran does the crossing, loading and delivering. For that reason it is going to be extremely difficult to connect Clark with the operations. Durans favorite method is to find a car spotted at some warehouse such as a car of beer kegs and load the Chinese there.

Clifford A. Perkins
Chinese Inspector.

El Paso

map 6

#5

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5025/574

May 18, 1914.

Copy of statement of Harry R. Ross, alleged Chinese smuggler, respectfully referred to Inspector R. H. Taylor, C/o Immigration Bureau, Washington, D. C., for his information. Complaint was filed against Ross before U.S.Commissioner Oliver at El Paso, Tx., May 6, 1914, charging violation of sec.11 of the Chinese Exclusion Acts; preliminary hearing was had May 11, 1914, at which time the defendant was held to await the action of the next federal grand jurt at this place, being committed to the El Paso County jail in default of bond in the sum of $1,000.

Inc.No.42153.

W. Burnside
Supervising Inspector.

Statement of HARRY R. ROSS May 13, 1914,

Made in the Federal Building, Third Floor, El Paso, Texas.

PRESENT:

Harry R. Ross	Alleged Smuggler
A. V. McKee,	Immigrant Inspector,
Grover C. Wilmoth,	Inspector & Acting Stenographer.

By Mr. McKee:

Q. You indicate just when you came to town, and all you think would be of interest to the Immigration Department.

A. I came down here with a friend of mine--been working together--we went across the river together, and he introduced me to Frank, Wong Toy.

Q. Who introduced you?

A. This man Hundley; he used to go over there on drunks; whether he ever did business with him or not I could not say.

Q. How long had you been here?

A. Just three days. It was on a Monday night, the first part of last month, that I arrived here--about five weeks ago last Monday night.

Q. He introduced you to Wong Toy?

A. Yes.

Q. Was anybody else present when he introduced you?

A. No.

Q. When was the first time that anything was ever said about Chinese smuggling?

A. Oh, I don't know just exactly when it was, some time after that.

Q. Was it Hundley himself that spoke of smuggling operations?

A. No, it was Wong Toy.

Q. Did you know before you went over there that Hundley and Wong Toy were friendly disposed towards each other?

A. No.

Q. Did you know how well acquainted they were?

A. No, I didn't.

Q. Well, after you met Wong Toy,-which was about how many days after you came?

A. I guess the next day or two after I came. I wanted to go to Juarez.

Q. Now, from the time you were introduced to Wong Toy, can you recall when smuggling was first discussed?

A. What can you call smuggling?

Q. Taking them out or taking them across the river.

A. He never proposed the smuggling act to me at all; that is, taking them across the river.

Q. What did he propose?

A. Just take them up the line and deliver them somewhere

Q. Did you understand that had reference to Chinamen then in Mexico, or after they were brought over?

A. No, I didn't understand right then and there; I had never been on the Border before, didn't know anything about it.

Q. Lots of smuggling around Seattle, wasn't there?

A. I don't know; I never got in with that clan around there. They were all talking about it, but it was all done by boats there.

Q. How many times did you see Wong Toy?
A. I have seen him quite a few times.
Q. Did you hit the pipe over there
A. No, he is not a hop-head.
Q. Just what kind of a proposition did they make to you
A. He says I will give you this man, and you can take him up to Dalhart and buy him a ticket and let him go to Omaha.
Q. That is this particular man. When he was discussing smuggling, did he tell you what he wanted you to do, and what he was to pay?
A. No, with regard to the paper men--those fellows with good certificates--he said $125 each, and green men $250.
Q. For what was that money to be paid?
A. For taking these men up on some railroad where they wanted to do.
Q. Was anything said about the immigration inspection points?
A. Yes, he told me where they were-- San Marcial and Tucumcari; I don't remember what the rest of them were.
Q. Did he tell you how to get around these points?
A. Told me to walk around.
Q. How were you going to get the Chinamen out?
A. Load them in an empty car.
Q. Is that the way he said the other boys were doing it?
A. Yes.
Q. Hundley and Hopper, of course, had made trips. They were in a position to give you more definite information. As a matter of fact, didn't they give you some definite information?
A. Well, I will tell you, I never ask them. After Hundley came here and Hopper came here, they kind of went to themselves, chummed together, and I kind of pulled away from them. Hundley and I stayed at the Oklahoma Rooming house quite a while. Hundley went out to Hopper's to stay, and I went up there.
Q. How many times did you go to Juarez and see Wong Toy?
A. I would go there quite often. Hung about the pool halls and spent a dollar or two, walked around the street, then went there to have a bite to eat.
Q. You spent a good deal of time in Wong Toy's place, that is No. 8 Commercio Street?
A. Oh, I would go there for an hour or two.
Q. About this proposition that you actually took part in, in this frame-up. Just describe that now, just as you did to me.
A. Well, you know how a frame-up with another man is, when you want to do anything.
Q. Just where were you, and what were you doing at the time the proposition was submitted to you, the circumstances under which it was submitted, and all about it?
A. I was over to Wong Toy's place when the proposition was submitted.
Q. How did you come to be there at that time?
A. Dropped in there to eat some dinner.
Q. Who was there?
A. Nobody with me. I met Hopper and Hundley there; they were at the same table eating.
Q. That was Tuesday, May fifth,1914?
A. Yes.

Q. Well, how was the subject of bringing this particular Chinaman over broached, and who mentioned it?
A. Frank, or Wong Tyy, says "I give you one man tonight." I says "All right"
Q. Had you had any understanding with him before that, that you were willing to take them out?
A. Yes, we had talked it over several times.
Q. On this particular occasion you spoke to Wong Toy, didn't you tell me before, and ask "Anything doing tonight?"
A. Yes, I asked him what he knew, and he said "I give you one boy tonight"
Q. Then he must have given you directions?
A. Told me to to take him to Dalhart, let him buy a ticket and let him go.
Q. Go where?
A. Omaha. That Chink said at the hearing he was going to Fisco.
Q. What was the understanding about where the man was going to be delivered to you, and who was to bring him across?
A. He didn't say who it was; he said "He will be delivered over there"
Q. Did you indicate the place, or did he, where he was to be delivered?
A. Over on the side street where the boarding house is, on the street cutting through the tracks.
Q. Whose suggestion was it that the Chinaman be delivered there?
A. I don't remember that, whether it was mine or whether it was his.
Q. Did he say how many Mexicans would bring them across, or where?
A. No.
Q. Just said he would be brought across that evening and delivered to you?
A. That wasn't any of my business, the way I figured it out, whether they had him over here, orwhether he was coming over from the other side.
Q. But he was to be delivered to you from the other side at this place designated by you or Wong Toy?
A. Yes.
Q. You must have suggested that, because he would not know where you lived?
A. He doesn't know that yet. To tell you the truth, I don't know whether it was my suggestion or his.
Q. Hopper and Hundley were present during this conversation?
A. No, they were gone, both of them.
Q. They were present when he said he would have one Chink that night?
A. Yes.
Q. And that offer was made to you?
A. Yes. They was all done eating when I went in there, and coming back to this side.
Q. You don't remember at what point the conversation took place?
A. No, I sat down and eat, and Wong Toy came in afterwards.
Q. Now, at what time was the Chinaman delivered to you?
A. About 9.30
Q. Where had you spent the time between the hour you ate your dinner at Wong Toy's--what time was that?
A. That was about half-past three.
Q. Where did you spend the time between then and 9.30?
A. On this side, at that pool room next the Parlor Saloon, and that other pool room down this way about a block or so.

Q. What time did you go to the rooming house at 1025 Myrtle?
A. About 9.15.
Q. When did you first see this Chinaman?
A. When those fellows fetched him up.
Q. How many were there?
A. One Chink and three Mexicans.
Q. How did you know that was the Chink?
A. I didn't know it.
Q. How did you know those were the Mexicans?
A. I walked up and seen them.
Q. Was that right in front of your place?
A. No, on the street towards the railroad track.
Q. You saw them pass?
A. Yes, I saw them come down Myrtle Avenue and cross over.
Q. What conversation took place between you and the Mexicans, when the Chinaman was delivered at 9.30?
A. None.
Q. How did they know you were the man?
A. I guess Frank must have described me to them.
Q. Hadn't you ever seen any of those Mexicans?
A. No.
Q. How long did you talk with them?
A. Just a couple of minutes. I told them "All right," I would take care of him. I walked on down towards the track with him.
Q. And they went back?
A. Yes.
Q. Now, which one of those Mexicans is it you know when you see?
A. Well, I don't know.
Q. Can't you describe him?
A. No, I can't describe him; he wasn't an old fellow either.
Q. You feel certain you would know him if you were to see him?
A. Yes.
Q. Would you know the other two?
A. I don't think I would, because they kind of stood back.
Q. How would you be able to identify him if you can't describe him?
A. I don't know; just by his looks; I can't describe a person but I can remember the face.
Q. How tall was he?
A. About my height.
Q. How much would he weigh?
A. I can't say as to that, weigh as much as I do 150 or 160 pounds.
Q. What color clothes did he have on?
A. Dark, I can't remember.
Q. Remember what style hat he wore?
A. Soft hat, I think
Q. What was the color of it?
A. I couldn't tell you the color of it, in the dark.
Q. Did you notice his shoes?
A. No, I didn't

Q. Well, Harry, did the Chinaman say anything to you at that time?
A. No.
Q. Just describe what you did with the Chinaman from 9.30, when the Mexicans left you?
A. I took him down there, and hid him in the lumber yards, before you get to the G. H. tracks. I left him there for a couple of hours, pretty nearly that, just estimating, I couldn't say exactly.
Q. What did you say to him?
A. Didn't tell him a damned thing; said nothing.
Q. How did he know how long to stay there?
A. I told him to stay there about an hour, until I came back.
Q. Where did you go when you left him?
A. I came back down town here, walking around to pass the time away.
Q. Did you see Hundley or Hopper between the time--did you see them any time after dark?
A. No.
Q. Now, then, you stayed away about an hour, then what did you do?
A. Came back to see whether he was there; he was where I put him; I left him some more. I told him to stay there while I went to find out about the train. I went to the crossing and talked to some of the switchman there.
Q. About what time did you get back to the Chinaman again?
A. About a half hour or so.
Q. Then what did you say to him?
A. Said "Come on".
Q. Did you call him Charley?
A. I don't remember that.
Q. Then where did you take him?
A. Took him to the old roundhouse
Q. Up through the G.H. yards?
A. No, right across the tracks and through the Southwestern yards.
Q. Then, did you say anything to him at the roundhouse?
A. Just said "Stay here".
Q. Where did you go then?
A. Hunting for that train. That is when I met that railroad Dick, trying to find where that train was going; that's the watchman.
Q. Then what did you do?
A. When I found out the train was on that trackm and the caboos back there, I saw there was no chance to load him there, and I took him to the bridge and put him behind the shack.
Q. Then what did you say?
A. I can't remember just every move I made; I went out looking for an empty
Q? You were gone about how long then?
A. I don't know, about five minutes or so.
Q. Then, when you came back to the Chinaman, what did you say to him?
A. I told him to come one.
Q. And he got up--did he come?
A. Just trailed along behind me.
Q. Then just what happened?

A. Well, that is the end of it--the end of me and my Chink.
Q. That is when you were arrested?
A. Yes.
Q. Just what was said there, I didn't get to see it?
A. They asked me where the other two Chinamens was; I told them there wasn't any more that I knew anything about. They said I knew different from that, and I told them I didn't--didn't know anything about any more of them.
Q. You went to one of the car inspectors and asked if there was any empty coal racks?
A. Yes.
Q. Where was the Chinaman, behind the car whacker's shack?
A. Yes.
Q. How did Hundley get acquainted with Wong Toy?
A. He used to work here last summer, I think it was, a year or so ago. I don't know how he got acquainted, whether it was on drunks, or what.
Q. How long did he work here?
A. I couldn't say;all I know is he used to work here.
Q. What kind of work?
A. Brakeman.
Q. What line?
A. I don't know.
Q. Did he ever work on the T. P. out of here?
A. No, the first time I ever saw him was in New Orleans last fall; he was working on the T. P. and I went over there and worked four days just around Christmas.
Q. And you never saw Hopper before and didn't know anything about him?
A. No, and I was here four or five days before I even met him.
Q. Of course you must have heard lots of information over there; what have you heard about smuggling over the Santa Fe?
A. I haven't heard much.
Q. You have heard some?
A? Yes.
Q. I understood you to say yesterday, when we were talking rather seriously up there in jail--in fact you asked what they did with those Las Vegas Chinamen that were caught at San Marcial, and then you told me you knew the whole store, do you object to telling that?
A. What is it going to get me?
Q. Did Wong Toy tell you this was Yee Cheo's Chinaman?
A. No, he didn't t ell me anything about whose Chinaman it was.
Q. We would loke for you at this time to tell what you know about the other smuggling transactions, if you desire?
A. I could tell who took that bunch out at San Marcial. You didn't know anything about those at Las Vegas?
Q. What I want to ask is how they got out of Las Vegas?
A. They got tickets.
Q. How can they do that?
A. That old Chinaman up there--what is his name?
Q. Hop Lee.
A. I guess he can buy them.

Q. You say you can turn in those fellows who took the Chinaman out who were caught at San Marcial. You know who took them out?
A. Yes.
Q. You know the circumstances under which they were taken?
A. Yes.
Q. It was talked over by the fellows after they came back?
A. I can't say as to that.
Q. Unless you were along, that must have been the source of your knowledge?
A. I wasn't here when that stunt was pulled off. I got in here at 9.50 and they went out the same night.
Q. Did Hundley meet you at the train?
A. No, he was at the house I think.
Q. Where had Hopper and Hundley come from just a few days before you tried to take this Chinaman out?
A. Where had they come from? They had been here all the time.
Q. Our information was that they had just arrived from out of town.
No answer.

Ross stated that he would think further about turning in the persons responsible for the San Marcial deal mentioned by him, and later have a talk with the officers.

Read and signed by me this day of May, 1914. The foregoing statement is made freely and voluntarily, without any hope or promise of immunity or reward, and without coercion or fear of punishment.

_____

Signature witnessed by:

_____ _____

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

(COPY)

IN ANSWERING REFER TO
No.

May 24
attached Rose

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

May 13, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

On the elevator at the Federal Building, I heard a man ask the conductor where he could find the immigration office. I recognized the man as "Dad" Clark. The elevator conductor said "this is one of the immigration officers" (pointing to me). Clark says "I am looking for Tony Sierra; I want to see him at once." I said "Where"? Clark said "At room No. 7, Oklahoma rooming house." I told him that I would get in touch with Tony at the earliest possible moment and deliver the message. I found Tony and told him how anxious Clark was to see him; and made an appointment to meet him (Tony) at the G. H. & S. A. Ticket office as soon as he finished his conference with Clark.

At this conference Tony said that his information was that on Monday night Hopper had left town for Oklahoma City, or Las Vegas, New Mexico, with two or more chinks; that his informant (Clark) had seen a letter from his partner postmarked "Alamogordo" to the effect that he had gotten by the officers all right, and to start the other party of chinks Friday or Saturday night. Tony stated further, that his informant said "more than likely Hopper will take his chinks to Santa Rosa and across the country from Santa Rosa to Las Vegas, a distance of sixty-two miles, on foot; but it is possible he might go to Oklahoma City.

The foregoing was reported to Inspector Wilmoth and later to

Mr. Berkshire. As a result, Inspector Partch, of Albuquerque, was instructed by telephone to proceed to Las Vegas and wait for Inspector Heath. Inspector Heath was wired to proceed to Las Vegas by first train. Inspectors Ford and Flannery were instructed by telephone to proceed by first train to Santa Rosa, secure a rig and cross the country from Santa Rosa to Las Vegas, and, if possible, apprehend the smuggler in the act of delivering the Chinese in Las Vegas.

(signed) A. V. McKee,

Immigrant Inspector.

Office of Supervising Inspector,
El Paso, Texas, May 23, 1914

Copy referred to R. H. Taylor, Immigrant Inspector, C/O Commissioner-General of Immigration, Washington, D. C. The smugglers were not apprehended on this occasion as a result of the action taken. The two Americans referred to in this deal are described as follows: Charles Hundley, (former) S. P. brakeman, 1025 Myrtle St., El Paso, weight about 140 pounds, height 5 ft. 9 inches, age 30, blond hair, slender, square-shouldered, soft black hat, brown suit. H. H. Hopper (former) Engineer, Frisco, 1025 Myrtle, weight 160 pounds, height 5 ft. 9 inches; dark brown hair; age 28; round face; dark blue serge suit.

F. W. Berkshire

Supervising Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO

No. 5084/294

May 23, 1914.

Copy of attached report of Inspector Clifford A. Perkins of the 22d inst., referred to R. H. Taylor, Immigrant Inspector, C/o Commissioner-General of Immigration, Washington, D. C. Steps taken to determine truthfulness of information

Inc.No.42190.

W. Berckelman
Supervising Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

May 22, 1914.

RECEIVED
MAY 22 1914
IMMIGRATION SERVICE
EL PASO, TEXAS.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

While conversing with Antonio F. Sierra this morning, he stated that the Guadarama family at the smelter were at present the most active agents engaged in crossing contraband Chinese. On account of the high water nearly all the Chinese being brought over are being crossed at that point. They are crossed to the United States across the land boundry near the brickyard and later brought across the foot bridge. Dusk is the favorite time for crossing them. They are then brought into town along the County Road, and taken down Missouri. A T&P brakeman, name unknown, but described as an old man, smooth shaven, gray haired and a very shabby dresser, is taking these Chinese out of town.

This method of crossing Chinese is the same as described by Sharpe in his confession.

Clifford A. Perkins
Chinese Inspector.

Buffalo, N.Y., May 28, 1914.

Supervising Inspector,
U. S. Immigration Service,
El Paso, Texas.

Receipt is acknowledged of your letter No. 5025/574, dated May 18,1914, transmitting copy of a statement made by Harry K. Ross on the 13th instant and advising that Ross has been held to await the action of the next Federal Grandy Jury charged with violation of Section 11, Chinese Exclusion Act.

Please advise when, where and by whom Ross was apprehended and the circumstances which led to his arrest, together with full information concerning his alleged associates.

As his statement indicates, he is in possession of information regarding Chinese smuggling operations in the vicinity of Seattle. Kindly have Ross closely questioned with a view of obtaining all facts in his possession relative thereto.

In the statement of Ross reference is made to Chinese who were caught at San Marcial. Kindly advise me regarding the latter.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

DAY

Western Union Telegraph Co.

Buffalo, N.Y., May 28, 1914.

Immigration,
El Paso, Texas.

Have Ross examined fully regarding smuggling operations Seattle. Address care Buffalo office.

TAYLOR.

Attest:

Immigrant Inspector.

1914. 7401-C

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5025/574

May 29, 1914.

R. H. Taylor,
Immigrant Inspector,
c/o Inspector in charge,
Buffalo, N. Y.

Referring to your telegram of the 28th instant, there is enclosed herewith copy of additional statement of the smuggler Harry R. Ross, in which he reiterates his previous declaration that he is not in possession of information concerning Chinese smuggling operations in the vicinity of Seattle, Washington.

Acting Supervising Inspector.

Incl-35928

HHD

Statement of HARRY R. ROSS May 28, 1914,

Made in the El Paso County Jail, El Paso, Texas.

PRESENT:
Grover C. Wilmoth, Inspector & Acting Stenographer.

Q. How long were you in Seattle?
A. I don't remember just exactly how long, a couple or three months.
Q. I wish you would tell me just w at you know about smuggling operations in Seattle?
A. No, I don't know anything about that at all; don't know anything of that going on up there. Didn't come in contact with that kind of people when I was there.
Q. You said in your previous statement that Chinese smuggling was done by boat up there; how do you know that?
A. Oh, I read it in the papers up there, and heard people talking about it.
Q. Didn't you ever know anybody or hear of anybody there in the business?
A. No; just what I read in the papers--some revenue cutter caught some, or something like that; didn't ever hear of it myself.
Q. You know nothing about smuggling operations around Seattle, then , is that right?
A. No, nothing at all.
Q. Have you though over that San Marcial proposition?
A. I have quit thinking about it altogether.
Q. You are not willing, then, to impart what information you have concerning that transaction?
A. No.

Grover C. Wilmoth
Inspector and Stenographer.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5025/574.

June 3, 1914.

Richard H. Taylor,

Immigrant Inspector,
c/o Inspector in Charge,
Immigration Service,
Buffalo, New York.

In reply to your letter of the 28th ultimo, you are informed that Harry R. Ross was apprehended by Inspectors Trowbridge and Perkins on the night of May 5, 1914, in the E.P. & S.W. freight yards at El Paso, Texas, he at that time having in his custody the Chinese alien Hoy Dow, who has been ordered deported on departmental warrant, and is now being held as a witness in the criminal proceedings pending against the said Ross. This office had previously been informed by one V. Clark of El Paso, Texas, that Ross would, on that night, take out a contraband Chinese, it being the understanding that the Chinaman would be delivered to the Hop Lee laundry at Las Vegas, New Mexico, concerning which you have doubtless received other reports transmitted to you by this office from time to time. It was the original intention to have Inspectors Perkins and Trowbridge to permit the smuggler to convey the Chinaman to Las Vegas and there make the arrests in the act of delivery, in order that the Chinaman in that laundry might be implicated in a conspiracy charge. However, it appears that Ross was unable to take the Chinaman out of El Paso by train that night, and was apparently returning to Juarez, Mexico, when the officers, exercising good judgment, took him into custody.

The only evidence connecting up Ross with the Chinaman was the testimony of the witnesses who saw them together in the railroad yards after illegal entry had been effected, and after complaint had been filed the U.S. Commissioner intimated that unless further evidence was forthcoming, the defendant will be released. In the meantime, Inspectors McKee and Wilmoth, by ingenious methods, induced the alien Hoy Dow to make a truthful statement, in which he implicated Ross with the actual illegal entry. It appears in brief, from the statement of the Chinaman, that he made his arrangements with Yee Cheo of Juarez, Mexico, who in turn was operating in conjunction with Wong Toy, also of that place, who now seems to control the Americans and Mexicans engaged in the smuggling business. Wong Toy employed Harry Ross to take the alien out of El Paso after he should have been brought across by Mexicans. To date, the identity of the Mexicans has not been learned, and inasmuch as it was dark and the alien had not previously seen them, it is doubtful whether he could identify them. However, officers of this station are still working on the case, and it is possible that the Mexicans may be connected up in the near future.

After strenuously having denied his guilt up to that time, the defendant Ross, after being confronted with the Chinese alien and hearing the latter's testimony offered no further fight, and it was by reason of that fact that he subsequently made the statement admitting his guilt.

As far as concerns the associates of Ross, his own statement and all the evidence point to the fact that there were no other Americans engaged in this particular deal with him. The Chinese, of course, being in Juarez, Mexico, are not subject to extradition for the offence stated. There are two Americans in El Paso with whom Ross was known to be on intimate terms, namely, Hopper and Humbley, concerning whom previous advices have been furnished you. Hopper

was recently taken into custody by Inspectors Perkins and Trowbridge in the E. P. and S. W. freight yards on the same occasion when four contraband Chinese were arrested by the said officers. The evidence connecting Hopper with the said Chinamen was insufficient to justify filing complaint and upon the advice of the Assistant United States Attorney such action was not taken. Hopper was released upon his promise to "turn in" Clark of the T. & P. railway and Hundley. Plans are now in operation to effect the capture of Hundley in the act of assisting in the illegal entry of contraband Chinese, and it is believed that he will be in custody in the near future.

You have already been furnished with the supplemental statement of Ross concerning his knowledge of Chinese smuggling operations in the vicinity of Seattle. He again denies such knowledge, and this office is inclined to give credence to his statement, inasmuch as his actions indicate that he is practically a new hand in the smuggling game.

Referring to the Chinese caught at San Marcial, it is assumed that this statement has reference to the four Chinese aliens who were apprehended by the officers at San Marcial in an empty refrigerator car on April 8, 1914. So far as this office can determine, there was no American accompanying the Chinamen, and this office has never had occasion to suspect any particular person implicated in that affair. It would appear from Ross' statement that Hopper and Hundley might have been implicated. Ross however is obdurate in his refusal to implicate the smugglers - if indeed he infact knows their identity - although he has been approached on different occasions in an attempt to induce him to divulge what knowledge he might possess.

The foregoing details were not previously furnished you, owing to the fact

the case was successfully concluded within a very short period, and as it did not appear that the details incident to the arrest would be of any future value it was thought that the confession of Ross would answer every purpose.

F. W. Burnside

Supervising Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#6

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5084/206

June 4, 1914.

Copy of report of Inspectors Cousar and Belcher of June 3, 1914, referred to Inspector R. H. Taylor, Buffalo, N. Y. Chinamen were previously loaded at the El Paso Milling Plant, El Paso, by one Sharp, now serving a term in the Penitentiary at Santa Fe, N. M., for Chinese smuggling operations; and information received indicates that the same means may be employed by Guy Lemon, concerning whom you were recently advised.

Supervising Inspector.

Inc.No.42079.

5084-206
Dup

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

June 3, 1914.

RECEIVED
JUN 3 1914
IMMIGRATION SERVICE
EL PASO, TEXAS

Supervising Inspector,
Immigration Service,
El Paso, Texas.

Yesterday at 7:40 p. m. we reached the northeast corner of the El Paso Milling Company's plant and secreted ourselves in the brush nearby to determine what course to pursue. At this corner a railroad switch enters the plant. Inside the plant on this railroad track were a number of loaded freight cars. In a few moments, a watchman came to the northeast corner and after flashing his light a number of times, continued on his rounds to the south. At about 8 o'clock two English speaking men came to the northeast corner and as there is a wide clear space between the fence and the plant on all sides, they stationed themselves in the extreme northeast corner of the yard so that by sky-lining they could see any one entering or leaving the plant from the north side or the east end. As it is most unusual for a private firm to double up its watchmen, we believed that the men were smugglers, awaiting the arrival of Chinese from South Oregon street, and we remained secreted in the brush until 11 p. m., when one of the men discharged what we believed to be a shot-gun; immediately thereafter two other men came rushing up inside the yards from the north side--presumably from the gate on the north side about the center of the plant-- and the four men flashed their lights a number of times, from which it would appear that they were all watchmen. This was soon followed by the discharge of what appeared to be an automatic pistol, but whether this came from

the inside or from the outside of the yard, we are unable to say.

As we came to Stanton street along the river, we observed a watchman sitting on a pile of lumber a few feet from the east end of the yard, another on the platform connecting the two main units of the plant, and a third one about half-way between the platform and the west end of the plant, all facing the river and so stationed that they could easily see any one entering or leaving the plant from the river side. As we walked upon the river to Stanton street, a watchman wearing a white Stetson hat walked along the fence to the east; whether this is the same watchman that came to the northeast corner at 7:40 p. m. or another one, we cannot say. A watchman was also stationed north of the office building, facing Stanton street.

If Chinese from Oregon street are to be landed at the plant we believe they will enter the yard from the north side or the east end, and we would recommend the stationing of two officers at that point (the northeast corner) to see whether such an attempt is made, but with the present system of guarding the plant in vogue, it is not seen how any one can either enter or leave the plant without the knowledge and assistance of one or more of the large force of watchmen.

John E Belcher
Mounted Inspector

Robert M. Corson
Immigrant Inspector

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#7

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5025/396

June 4, 1914.

Copy of report of Inspector W. H. Robb of June 2, 1914, and copy of report of same officer of June 3, 1914, referred to Inspector R. H. Taylor, Buffalo, N. Y. While it is probable that Chinese have from time to time crossed in the vicinity of the residence of the informant, it would seem that but little credence is to be attached to the report that large bunches are crossing there. The crossing place is surrounded by Mexican adobe shacks, all occupied by the smugglers or their friends, and long experience has demonstrated that it is next to impossible for officers to be secreted there without the knowledge of the smugglers, who thereupon take the aliens to other crossings, so that while officers are stationed there from time to time, the results obtained have been purely negative.

F. O. Berkshire
Supervising Inspector.

Inc.No.42078.

5025/396 Dups

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

June 3,1914.

Supervising Inspector,
Immigration Service,
El Paso,Texas.

RECEIVED
JUN 3 1914
IMMIGRATION SERVICE
EL PASO, TEXAS.

Having further investigated the reported smuggling of Chinese,same passing near, or rather between Nos.519, and 601, Canal Sts; have the following to report:

Going back a little. This place was first brought to my attention more than a year ago by Inspector Gourley, together we worked in this vicinity but were not able to find any Chinese at all. Ever since that time, practically all the time since I have been here, whenever have had the opportunity have watched this vicinity but have never seen anything leading to the detection of Chinese or smugglers. Several reports relative to occurances said to have taken place here have also been handed in. See 5025-396 & 397.

Except for the impediment afforded by the river and at most times this is very little, no locality could be better arranged for smuggling purposes and it is common knowledge that many people living in this vicinity are engaged in that business. Among them are the Ruiz brothers, Luz Leon, Pedro Flores, a brother of the famous "Kyote" recently executed for double-crossing Villa, and many others. In fact this near this place is a street,El Borderio, that is known as "Smugglers Row". The inhaditants of this locality bear a very unenviable reputation, except of course among their kind, that of being a desperate gang. Mrs. Hendrix, whom I saw yesterday, said she thought they were responsible for

the death of a white man found near Harts viaduct who had been stabbed a great many times.

The direct reports about the incoming of the Chinese having come to me from residents of Nos. 601, and 519, Canal St., said residents were interviewed by me. These two houses are only a few feet apart, a small street between them. The first is occupied by M. Friscas, a Mexican and the other by Chas. Hendrix, an American. The latter is a switchman on the Santa Fe Ry. the yards of said railway being only a short distance from his home. Friscas is an employment agent for the Texas and Pacific Ry.

Going to #519, yesterday about noon Mrs. Hendrix was not at home but one of her children went and got her. Mrs. Hendrix is an American woman but has lived among the Mexicans a number of years and speaks Spanish fluently, as do all the children. Speaking of the Chinese reported passing her house Mrs. Hendrix said she had never seen any Chinese so that she could be sure they were such, passing that way. She had seen several parties of three to five or six passing that were said to be and she believed them to be Chinese, but these had passed about two years ago. As to the last party that passed, reported by me in my letter of the 26th,ult.,she had not seen them at all but Mrs. Friscas had said to her ,that such a party had passed and had related the circumstances as set out in above mentioned report. Mrs. Hendrix, who impressed me as being truthful and a woman of good judgment said she thought such a party was there as she thinksMrs. Friscas would not have said they were if they were not.

Speaking of the Friscas family Mrs. Hendrix said Mr. Friscas was unpopular as he was considered very proud and did not mingle with the people of that vicinity. Had a few friends among them of course but was not generally liked by the neighbors.

Just before leaving I asked Mrs. Hendrix if she had anything to suggest as to how to proceed to apprehend the smugglers. She had nothing except it might be worked by wearing the uniform of a soldier, there being many of the latter camped in that vicinity and the smugglers paid little attention to them. As to passing the soldiers on guard it was common talk that the guard was a joke and that a bottle of whisky would divert the attention of any of them. As to useing any part of her premises, an admirable place for our purpose, she said she would be afraid to let us do that, that she had lived among these people so long and knew them so well that she would fear for the personal safety of the members of her family. Speaking of Mr. Hendrix she said that he had to come home at all hours of thennight and if these people thought he was informing on them they would make away with him as they had with the man sppken of above at Harts viaduct. Mrs. Hendrix has a brother who is night foreman at the Santa Fe roundhouse and suggested that I see him.

As on a former visit to the Friesas home I had been requested to not come again because of the fear they have for the neighbors it was not thought best to go there again. Late last night I went to the Santa Fe roundhouse and saw Mr. Morgan, the night foreman brother of Mrs. Hendrix.

Mrs Morgan said he had been for the last nine years at the roundhouse every night all night long except just one, as a consequence he knew nothing of the operations of the smugglers except thru his sister and the talk he heard of Chinese being found under tanks of engines. He had never seen any Chinese at any time in the vicinity of his home. As to the people engaged in the business he thinks there are many of them. At one time about two years ago when a party of Chinese had come thru there they had eight Mexicans outposts and only one

with the Chinese. Speaking of the organization they maintained Mr. Morgan said we could not do anything with it for when a party of Chinese were to be moved scouts were out hours in advance and that sometimes these were children playing around, hiding in corners in hide-and-seek, &c. Others were presumably lovers sitting in secluded places and others had dogs. The progress of the Chinese were governed by signals, such as matches lighted and thrown over the shoulders or dropped in front. Of course this was all hearsay with him but he believed it. Mr. Morgan said he would help us in anyway he could but did not know how he could. Except the last bunch there had not been any Chinese that he had heard of for about two years coming in that way. From what he knew of former movements, or heard rather, the smugglers had so much the better of the officers they need not fear them at all.

Talking with H. H. Hopper last night I brought up the question of any large parties of Chinese being brought across at anytime within the last three months. Hopper had not heard of it and said he would surely have done so if there had been such a movement.

An effort was made to see Yee Yut in Juarez too but did not succeed, the fact that he has not reported such a movement argues against it.

So far I have only developed that ~~any~~ Chinese were seen at anytime by members of the Friscas family. Mrs. Friscas is a sister of Baca. Baca has been suspected of smugging ammunition, think he was arrested on this charge. Friscas is making an addition to his house and is troubled with thieves and it would be a fine thing to have some officers near his place. There are a number of soldiers moving around in the vicinity at all hours, some on patrol and others going to and returning from town. In times past this office has always heard of any movement of Chinese like this from different sources.

This comes from only one sures. Briscoe is an employment agent and has impressed me as trying to ingratiate himself in our good graces. There are a number of Customs officers located at the Santa Fe freight office, only a short distance away, they have not reported anything that I know of. At no time in late years has any such number of Chinese had the nerve to move in a body. I have several acquaintances among the residents of this district as have several of the other officers but none of these seem to know anything of such a movement. Among others there is a Mr.R. Milligan, located at the Santa Fe stock yards, phone 938. In addition have myself and have had other officers, keep a sharp observation of this locality, all without result. Am forced to think that there is no foundation for the report of a large number of Chinese coming in there recently.

W. H. Robb

Immigrant Inspector.

T 5025/397

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

June 2,1914.

RECEIVED
JUN 2 1914
IMMIGRATION SERVICE.
EL PASO, TEXAS.

Supervising Inspector,
Immigration Service,
El Paso,Texas.

Late last night Switchman Hendrix, who works for the Santa Fe Ry. advised me that he has often seen Chinese coming into the Santa Fe yards near his home, 519,Canal St. The latest bunch came in about two or three weeks ago and there were quite a number of them, fifteen or more. Hendrix did not see them himself but said that "the women folks saw them".

Am of the opinion that these men were the ones reported by me on information received from Mr. Baca.

W H Cobb
Immigrant Inspector.

Lu 5025/396.

5084-204

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#8

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

June 9

RECEIVED
JUN 5 1914
IMMIGRATION SERVICE,
EL PASO, TEXAS.

June, 5, 1914

Supervising Inspector
U.S. Immigration Service
El Paso Texas

Yesterday I met "Hacita" in Juarez by appointment and he tol me that on the night of May, 25th there were seven Mexicans implicated in crossing the Chinese that were apprehebded in the MP & SW Yds. That the names of two of them are "Pedro Flores" and "Rafael Piez" that names of the others he was not able to learn but they are the same ones that are regularly employed by "Wong Toy" to do this work.

That in addition to the four apprehended there were three others hidden in the old MP & SW Yds and that the other five Mexica were thereand the two Mexicans that were found with the four, as soon as they had made their delivery were to go and get the other h three and deliver them also.

He does not know who the two were that were making the delivery but he is positive that "F lores" and "Piez" were connected with the party.

Elbert P. Trowbridge
Junior Inspector

El Paso, Texas. June 5, 1914.
Copy referred to R. H. Taylor, Immigrant Inspector, c/o Inspector in charge, Buffalo, N.Y. for his information. It may be stated that Rafael Piez (Paz) has already served two terms for Chinese smuggling in this vicinity.

W. W. Berkshire
Supervising Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5084/371.

June 5, 1914.

Commissioner-General of Immigration,
Washington, D.C.

There is forwarded herewith copy of report of Inspector W. H. Robb dated June 3, 1914, which may be of interest to the Bureau, particularly as to the information concerning the smuggler Wong Toy, of Juarez, Mexico. For some time past this Chinaman has practically had control of the Chinese smuggling situation so far as concerns the American and Mexican smugglers and the fact that the activities of our officers are causing him financial embarrassment would indicate that our efforts to enforce the laws against Chinese aliens in this vicinity have not been in vain.

(Signed) F.W.Berkshire.

Supervising Inspector.

Exact copy as signed by F. W. Berkshire
Mailed JUN 5 1914 by

Incl: 42064.
WAB.

El Paso, Texas. June 5, 1914.

Copy referred to R. H. Taylor, Immigrant Inspector, c/o Inspector in Charge, Buffalo, New York, together with copy of report referred to.

F.W. Berkshire
Supervising Inspector.

Incl: 42065.

54364-371
Dup

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

June 3,1914.

RECEIVED
JUN 3 1914
IMMIGRATION SERVICE.
EL PASO, TEXAS.

Supervising Inspector,
Immigration Service,
El Paso,Texas.

Last night the writer met, by appointment, H. H. Hopper. There was nothing of importance on right then but Hopper had requested the meeting and of course it had been complied with.

As to Guy Lemon, Hopper did not see him yesterday although he had looked for him several places. Hopper thinks that Lemon is to get a job as night watchman at the Pierson plant. Several of the officers who do not know Lemon by sight have been directed to get a look at him.

As to Hundley, he is still laid up with tonsilitis. He is broke and discouraged and intends to leave here as the night are too short. Will return about September. Leading into the Hundley matter, it is not hard to get Hopper to talk; Hopper said he is not the successful smuggler we seem to think he is. Quoting Hopper, Hundley has only moved nine Chinese in all. First he worked with Passage but Passage wanted him to do all the work and take all the chances so Hopper Hunaley cut him and went with Campbell. This was a new man, a "floater" and the never succeeded in pulling anything. Then Hundley worked with McDonald. They did get three Chinese as fam as Los Vegas where they were turned over to Hop Lee. They got $350/ each for these but they had to walk over eighty miles in doing it. Walked around San Marcial, Albuquerque and into Los Vegas. But

Hop Lee's place has been searched and he,Hop Lee, is badly scared and will not handle anything now so Hundley will not try to work for the present.

As to the four Chinese reported to be on this side. Hopper thinks they are still here but says they are Mar Chews men. That it is Mar Chew who had only $80. to give Lemon. Hopper asked that he be allowed to do this job if Lemon did not want to do it. Not that he wanted to scab the job but that he though he could pull it. Lemon would not drop it.

Speaking of Ross, Hopper said that he had told Ross not to attempt to do such work, that he could not get by with it. Ross had intended to take several men but Hopper went to Wong Toy and told him "not to give that little fool any Chinese". Wong Toy finally did give him one man "and the fool did not get out of the yard with him". Ross said. "I can take one man and go around the world and back with him". Well,Hopper concludes,"He is in jail now".

A part of Hopper's story ran as follows. "I tell you Robb there is nothing in this business. I have told the boys so all the time. Look at them, where are they. Snake Pool has done time and is laying brick. Passage has done time, Lemon too. There was a time when they could do something but now they cannot. Why Wong Toy stood in front of me crying and told me how he had lost twenty out of the last twenty-one men he had tried to move. He has no money, he is broke. All the Chinese over there are broke. If a Chinaman gives $400. to get in what do they get out of it? It has to be split so many ways there is nothing left for anyone. The most I ever got was $250. That is the most I ever heard of anyone on this end getting, and there is nothing in it at that. I have no money, none of them have any. It used to be that those Chinese across the river could move paper men, but they cannot do that now.a

Finally Hopper said that he would likely get a place as brakeman on the S.P. "proper", working west out of here. He asked that he suit case that was here at the office be sent to the Monarch pool hall on San Antonio St. This was done this morning.

In conclusion: Hopper thinks that "TP" Clark will not work until Santos Durand is out of jail. Lemon will pull something soon and Hopper will turn him. Hundley will leave town and go to work some pla ce else or live off a woman. The Chinese are not suspicious of Hopper and he sees no reason why he cannot be of assistance to us if anything is done. He is a little discouraged because he has not turned in anything good yet.

As in the past, I will be in close touch with this man if possible.

W H Cabb

Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#9

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5084/377

June 8, 1914.

Official copy respectfully furnished to Immigrant Inspector Richard H. Taylor, care of the Inspector in Charge at Buffalo, New York. Steps have been taken to reimburse Inspector Perkins for the funds advanced by him to the informant in this case in the hope that further information of value will be received resulting in arrests and convictions.

F. W. Berkshire
Supervising Inspector.

Incl-35950

HHD

54084-377

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

RECEIVED
JUN 6 1914
IMMIGRATION SERVICE.
EL PASO, TEXAS.

June 5, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

Referring to previous brief reports submitted with referenda to J. H. Porter and George B. Smith, suspected smugglers, it is deemed appropriate to state as briefly as possible the details which appear to show that the persons named, if they have not already done so, will engage in smuggling operations.

You will recall that about a month ago the office received information through a former interpreter, Antonio F. Sierra, which led to the apprehension of Harry R. Ross (File No.3025/574) who is now in jail awaiting the action of the Federal Grand Jury, charged with smuggling Chinese. After the arrest of Ross Mr. Sierra gave me the name of his informant in the Ross case and stated that he could not give him any further attention and suggested that I meet him. The informant's name was given as V. W. Clark, and a meeting was arranged and I met Clark in room No.7 at the Oklahoma House, 401-1/2 El Paso Street at 4:00 P.M. on May 25, 1914.

During the interview on the above date it was ascertained that Mr. Clark was at that time conducting a small hamburger lunch stand in connection with the Parlor Bar located at the corner of San Antonio and El Paso streets. Mr. Clark stated to me that he had secured the information which led to the capture of Ross, through two Mexicans whose names he did not know, with whom he was on friendly terms. The Mexicans believe that he (Clark) is in some manner connected with opium smuggling; that he(Clark) had been

informed by the two Mexicans that a man named Harry H. Hopper was planning to bring over three Chinamen that night; that the Mexicans were to bring the Chinese across the river and deliver them in El Paso, the exact place being unknown, but it was understood that they were to be taken out of El Paso in some freight train. You will recall that during that same night Inspector Trowbridge and myself apprehended four Chinese in the Southwestern Yards, also Mr. Hopper, the details of which will be found in file 5025/588.

On this same occasion informant Clark told me that Porter and Smith first mentioned, were also preparing to take Chinese out of El Paso in freight cars; that Smith had been working for Clark in the lunch stand for several weeks, and that he had only known Porter for a few days, but that both of them had been eating in his lunch stand, and Smith had been rooming with him (Clark) in the Oklahoma house; that the Parlor Bar was somewhat of a rendezvous for smugglers and it appeared Smith and Porter overheard conversations concerning smuggling which had taken place in that saloon, and finally one evening while he (Clark), Smith and Porter were conversing in Clark's room Smith stated that he had made up his mind to try his hand in Chinese smuggling, and that as he (Clark) understood Smith subsequently went to Juarez and made arrangements with Wong Toy by which he was to take two Chinese to Oklahoma City; that Smith told him that all arrangements had been made, and while discussing the matter in Clark's room in the presence of Porter the latter immediately jumped up and said "by God I am going across and get some Chinese too"; that at that time Porter asked Smith to take him to Juarez and introduce him to the Chinamen with the view to making arrangements to go into the business; that Smith later took Porter across the river and as he (Clark)

understands, introduced him to Wong Toy, and later Porter told him that he had arranged to take out one Chinaman to Oklahoma City but later the plans were changed and two Chinese were to be taken to East Las Vegas; that as Porter was familiar with the fact that Clark was an ex-railroad man he (Porter) proposed to Clark that the latter arrange to have a suitable car spotted in which to place the Chinese, and further, Porter suggested that he (Clark) loosen the shoe on the door whereby the same could be partly sprung open and the Chinese placed inside without breaking the seal. Clark further states that for some reason unknown to him, and apparently not known to either Porter or Smith, Wong Toy has so far declined to deliver the Chinese to either of them but has put them off on one pretext or another, and finally Wong Toy stated (according to Porter) that he would not permit any of his Chinese to go out for two or three weeks as the officers were catching too many of those who went out on freight trains, but stated that if two automobiles could be secured he would keep both Smith and Porter busy; that since the latter suggestion of Wong Toy, Porter has been endeavoring to secure an automobile to be used for that purpose but at this writing has decided to attempt to secure work in El Paso and wait until such time as Wong Toy is willing to entrust Chinese to him to be taken out in freight cars; that Smith has likewise decided to go to work and defer any smuggling operations until he can use freight cars to accomplish his purpose. Smith and Porter are now rooming at the Pierson Hotel, 304 North Kansas Street; Porter is registered under the name of J. H. Brown; the others are using their own names; the first two, Smith and Porter, are expected to go to work as painters for the Mayfield Company who are constructing a number of houses

at Fort Bliss.

Informant Clark has been told that he must not, under any circumstances, be a party to the originating of any plans to smuggle Chinese, but so long as the persons referred to discuss their plans in his presence, and if in furtherance thereof they request him to render them assistance in carrying out their plans he may acquiesce in same provided he will immediately notify either myself or the office. This he has unqualifiedly promised to do, and it has been arranged that if attempt is made to take Chinese out of El Paso in the manner suggested Clark will promptly notify me, and it is intended to either have him spot the car, or some of the officers can do so and thereby apprehend the smuggler of Chinese in the act of placing them in the car, if so desired. These details, however, can be worked out later.

For the present, at least, there appears to be no immediate prospect of action on the part of either Smith or Porter.

In connection with informant Clark's association with the two Mexicans already referred to, and as already stated the Mexicans believe Clark is interested in some way in Opium smuggling. It is stated by Clark that the Mexicans are extremely anxious to secure an automobile for use in taking opium to some interior point. Clark suggests, as a means of showing the Mexicans that he might be of some service to them, that I have a letter mailed to him from Nace, Arizona, using the name of George Osborn, by which name he is known to them. A copy of the letter which he suggests be written can be found in your file 5084/377, and it is suggested that the letter be mailed. Clark's idea is to show the letter to the Mexicans and thereafter be guided by the circumstances as to what course should be pursued. Informant

Clark further states that the two Mexicans have stated to him that they have been bringing Chinese across the river for Wong Toy for a period of three years, and that they brought the four Chinese over who were apprehended the same night Hopper was arrested. Clark has promised me to arrange a meeting with the Mexicans during the forenoon of the 6th instant at the San Jacinto Plaza in order that Inspector Trowbridge and myself may see them, and if we can identify them as the two Mexicans who were with the four Chinese who were apprehended with Hopper we will bring them to the office and see if the Chinamen who are now here can identify them as the Mexicans who brought them across the river.

As You have been previously advised, informant Clark stated it was necessary to give up his lunch stand on account of the fact that it was not paying, and since the latter part of May he has been out of employment, and for reasons already explained I did advance him up to June first the sum of twenty-three dollars, and since that time I have advanced him three dollars. Informant Clark seems to be dealing fairly with us in this matter, and as I know he is without funds it appears to me that he is in such position as would justify spending a little money on him.

I will keep in close touch with informant Clark and hereafter submit separate reports embodying therein any further information which he may give me concerning any of the persons mentioned herein.

(Sgd) Clifford A. Perkins
Chinese Inspector.

HHD

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#10

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5084/379

June 8, 1914.

Copy of report of Inspector Robb of June 4, 1914, concerning H. H. Hopper, referred to R. H. Taylor, Immigrant Inspector, C/O Inspector in Charge, Immigration Service, Buffalo, N. Y. This office is in receipt of letter from Hopper, stating that he is now in Tucson, and the Inspector in Charge at that place is being furnished with appropriate advices concerning him.

Inc.No.42092.

W. Berkshire
Supervising Inspector.

5084-379

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

June 4,1914.

RECEIVED
JUN 6 1914
IMMIGRATION SERVICE.
EL PASO, TEXAS.

Supervising Inspector,
El Paso,Texas.

Yesterday evening H. H. Hopper requested a meeting,as he has done for the past few evenings. After some talk about Guy Lemon,(Known smuggler, served sentence,file 5004-304.)and Wong Toy,(Chinaman,resident of Juarez, implicated in many smuggling schemes,5084-204.) Hopper said that some Immigration officer, who was described to him as Watchman Heifrein, together with a small man had gone to Hundley,(Smuggler,5084-359.)and had said to Hundley that he could work in this town but that if he attempted to leave he would be arrested. This warning was said to have been given in the morning about ten o'clock. Watchman Heifrein was on duty at the detention building at the time.

As Hopper had asked for his suit-case the day before and had stated that he expected to get a job as brakeman on the S.P.Ry.,I felt sure he was fishing around as to what would be done if he attempted to leave. I told him I did not know what would be done in the event he spoke of as I did not know how the office felt toward Hundley. After a little further talk Hopper said he had secured a job as brakeman on the S.P.Ry, out of Tucson and would have to go there.

It seems that Hopper made some promise to Inspector McKee that he felt duty bound to keep and he would have remained over until McKee was able to talk to him but he said that if he did this he would lose the place at Tucson. He also said that he was hard up for money and must go to work at once. After

promising that he would get in touch with Inspector in Charge, Burnett, at Tucson, and that he would come back here if we asked him to do so, also that he would work out of this town if possible in preference to Tucson and would assist us in every way possible regardless of where he went, we separated, Hopper going to get his transportation.

You were immediately advised by telephone of Hopper's intention as was Inspector Johnson, at the Union Depot. The latter was requested to "check out" Hopper.

Hopper did not leave as he said he would on S.P. train #9, and he did not get transportation under the name of H. H. Hopper to Tucson nor was any man of that name hired here to go to Tucson. This last information from the S.P. Superintendent.

W H Robb

Immigrant Inspector.

#11

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 3025/277

June 8, 1914.

Inspector in Charge,
Immigration Service,
Chicago, Ill.

Criminal book

At the April term, 1913, the federal grand jury at El Paso, Texas, returned an indictment against Louis R. Briggs, Jack Hetzel, Miguel Chavez, and Santos Duran, charging them with having conspired to illegally introduce into the United States from Mexico certain Chinese aliens, who were in fact smuggled into the United States at this point and secreted in the roof of Chair car No. 525, Texas and Pacific Train No.4, through the connivance of the persons named. The defendants were tried in the United States District Court here on April 13th, last, and after being in retirement a short period of time, the trial jury found all of them guilty as indicted. On April 17th, 1914, Judge Burns, acting temporarily in place of Judge Maxey, sentenced Briggs to pay a fine of $300, Hetzel to serve one year and a day in the Leavenworth penitentiary, and Chaves and Duran to serve three months each in the El Paso County jail. It is not understood why these distinctions were made, unless it be that the fact that Hetzel had previously been convicted for Chinese smuggling operations militated against him. As a matter of fact, the records of this office show that all four of the defendants are old offenders, and the operations of one have been equally as extensive, covering a period of years, as those of the others. In reality the sentence of Briggs, it is felt, should have been equal to that of Hetzel, at least, inasmuch as the evidence presented

to the jury, and that in the possession of this office, shows that this particular conspiracy was initiated by Briggs.

It is thought that the above information may prove of interest to you, for the reason that if Briggs is not already located in Chicago, he will eventually gravitate to that point. Your office will recall the conspiracy trial in Chicago several years ago in which Briggs figured. He has recently been dismissed from the railway service, as a result, no doubt, of his recent conviction. This office feels that it would be advisable for Briggs to be kept under surveillance by your office if he does show up in Chicago. It is understood that Briggs has resided in Chicago for a number of years, and owns property there; therefore, if such is the case his address in Chicago can be readily secured from the directory. It appears to this office that it would be advisable to cause discreet inquiries to be made as to the occupation he is at present following and to generally keep him under such surveillance as may be possible.

Supervising Inspector.

HHD

Official copy respectfully furnished ~~him~~ Immigrant Inspector, Richard H. Taylor, care of inspector in charge, immigration service, Buffalo, N. Y., for his information.

F.W. Berkshire

Supervising Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#12

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. ~~5085/588~~
5084/371

June 12

June 9, 1914.

Inspector in Charge,
Immigration Service,
Tucson, Arizona.

There is inclosed photograph of Harry Harrold Hopper, who was taken into custody by officers of this Service in the E. P. & S. W. yards on the night of May 25, 1914. Information received by this office from time to time indicated that Hopper was engaged in the smuggling business, and his movements were being watched. The Assistant U. S. Attorney here did not consider the evidence sufficient to connect Hopper with the four Chinese aliens who were likewise arrested in the Southwestern yards on the night of May 25th, and he was accordingly released, promising to furnish this office with information concerning the operations of other smugglers, particularly one Hundley, Guy Lemon, and "T.P." Clark. Hopper recently stated that he had secured employment with the S. P. Railway at Tucson, and would leave for that place, and Inspector Robb received a letter from him dated the 5th instant, stating he had arrived at Tucson. Hopper promised to get in touch with your office, and furnish you with whatever information he may learn concerning Chinese smuggling operations. This office is not entirely satisfied with the changed attitude professed by Hopper, and while you should of course pay attention to information imparted by him, the same should be carefully sifted. At the same time, it is suggested that you keep careful watch of the movements of Hopper himself.

Exact copy as signed by F. W. Berkshire
Mailed June 12 1914 by JWN

(signed) F. W. Berkshire,
Supervising Inspector.

Inc.No.33705.
Copy referred to R. H. Taylor, Immigrant Inspector, C/o Inspector in Charge, Buffalo, N.Y.

F. W. Berkshire
Supervising Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5084/371

June 13, 1914.

Copy of report No.1520/44, June 11, 1914, from Inspector in Charge, Tucson, Arizona, regarding H. H. Hopper, respectfully referred to R. H. Taylor, Immigrant Inspector, C/o Inspector in Charge, Buffalo, N. Y.

F. W. Berkshire
Supervising Inspector

Inc.No.33824.

5084/371

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
TUCSON, ARIZ

IN ANSWERING REFER TO
No. 1520/44

June 11, 1914

RECEIVED
JUN 12 1914
IMMIGRATION SERVICE.
EL PASO, TEXAS.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

Receipt is acknowledged of your letter No. 5084/371 dated the 9th instant transmitting photograph of HARRY HARROLD HOPPER. Hopper appeared at this office on the 8th instant, and, not finding the writer in, departed to return again on the 10th instant, at which time a conversation at considerable length was had with him. He states that in 1911 he was night engine foreman for the S. P. Co. at Tucson, Arizona, from which place he went to El Paso in the employ of the same company as freight brakeman, running west out of El Paso; that he came to Tucson on the 4th instant, and is now an "extra" freight brakeman running in either direction out of Tucson; that he has been doing some confidential work for Inspector McKeyes at El Paso, but he made no reference to the fact that he himself had been suspected of smuggling operations; that he has a suspicion that smuggling is going on around Nogales, Arizona, and will go to that place the first opportunity to ascertain whether his suspicions are well founded. He says Inspector McKeyes advised him to call at this office and to cooperate with it in any way possible.

So far he states that to date he has learned nothing of interest, nor observed anything suspicious at Tucson.

Your words of caution concerning the confidence to be placed in Hopper and in his information, will be heeded.

Exact copy as signed by (Signed) ALFRED E. BURNETT

Mailed JUN 11 1914 by GOH

Inspector in Charge

AOH

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#13

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5004/498

June 9, 1914.

Copy of report of Inspector Wm. M. Johnson of the 8th instant, referred to R. H. Taylor, Immigrant Inspector, C/o Inspector in Charge, Buffalo, N. Y., the same having reference to the smuggler Ed Fink.

J. W. Berkshire
Supervising Inspector.

Inc. No. 33703.

5004/498

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

RECEIVED
JUN 9 1914
IMMIGRATION SERVICE.
EL PASO, TEXAS.

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

June 8,1914.

Supervising Inspector,
Immigration Service,
El Paso,Texas.

Information has been received from a refugee recently from Tampico,Mexico to the effect that PINK who was indicted at Roswell,N.M. some few years ago for conspiracy to smuggle Chinese in connection with Nix is in Tampico,Mexico and refused to leave there at the time when a large number of refugees came to the United States about a month or so ago.

The above for your information.

William M. Johnson
Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 508/150

June 15 ✓

June 10, 1914.

Inspector in Charge,
Immigration Service,
Tucson, Arizona.

There is inclosed copy of report of Inspector Wm. H. Johnson of this station, dated June 8, 1914, reporting the reappearance of "Chick" Wise, a reputed Chinese smuggler. It is suggested that for a while his movements be observed as much as possible to determine whether it is his intention to resume smuggling operations.

(signed) F. W. Berkshire

Inc.No.33805. Supervising Inspector.

Exact copy as signed by F. W. Berkshire

JUN 10 1914
Mailed _____ by _____

Copy of report of Inspector Johnson referred to Inspector R. H. Taylor, Buffalo, N. Y.

F. W. Berkshire
Supervising Inspector.

Inc.No.33805.

COPY

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

June 8, 1914.

Supervising Inspector,

Immigration Service,

El Paso, Texas.

Information from a reliable source was received a few days ago to the effect that "CHICK" WISE a former Chinese smuggler of about eight years ago has returned from Mexico and expects to secure work with the Gila Valley, Globe and Northern Railway.

My informant stated that "CHICK" WISE was associated with JOHN EDSON in the smuggling of Chinese at this port and that a trunk was found at the Grand Central Hotel containing seals &c. which belonged to WISE.

JOHN E. EDISON or EDSON is now employed by the Pullman Co. as a conducter and has been operating between here and Fort Worth, Texas, on the Texas and Pacific R.R.

(signed) William M. Johnson,

Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#14

OFFICE OF INSPECTOR IN CHARGE
TUCSON, ARIZ

IN ANSWERING REFER TO

No. 1520/29

June 9, 1914.

CONFIDENTIAL

Supervising Inspector,
Immigration Service,
El Paso, Texas.

Referring to your letter of the 14th ultimo, No. 5084/382, I report further developments in the conspiracy forming to smuggle Chinese, as reported from time to time to Inspector Ralph H. Colvin, by George Skeels.

Before proceding, it may be stated that the following-named persons are alleged by Skeels to be involved in the conspiracy:

IKE ALDERETTE, of El Paso, Texas, well known to your office; BOB GLENN, formerly of El Paso, now running a saloon in Nogales, Arizona, also well known to your office; GEORGE KAYWOOD (CAYWOOD), formerly an automobile mechanic at Tucson, Arizona, ostensibly employed recently at his trade in Nogales, Arizona, and who is alleged to have been a very active smuggler of arms and ammunition into Mexico last winter; J. K. VAN HARLINGEN, a brother-in-law of Kaywood, an automobile repair man who resides with his family at Tucson, Arizona, and who drove a car in the El Paso to Phoenix race last fall; certain freight train men running west out of Tucson whose names have not yet been uncovered, one of these latter is doubtless W. E. BARNES, a Southern Pacific freight brakeman recently discharged at Tucson; in addition to these, Skeels alleges that E. V. ANAYA, formerly a Deputy United States Marshal at Tucson, and now Constitutionalist Consul at Nogales, Arizona, together with Anaya's brother-in-law, one ESCOBOSA, a cattle man whose ranch is located between Tucson and Nogales, are silent conspirators. Anaya and Escobosa were the active agents in the purchase of arms and ammunition for the Constitutionalists last year, and Kaywood and Van Harlingen operated in that connection, under their direction.

On the ~~15~~ 16th ultimo Inspector Colvin had a conference with Skeels, and report of the information is contained in a letter addressed to this office on the 16th ultimo by the inspector, a copy of which is herewith enclosed.

A further talk with Skeels is reported by Inspector Colvin on the 26th ultimo, and a copy of said report is forwarded herewith.

It appearing advisable for Skeels to prosecute his investigations further at Nogales, he proceeded to that place on the 4th instant. Incidentally it may be mentioned that Inspector Colvin and I gave him $10 toward his expenses on the trip. Skeels has returned, and reports today to Inspector Colvin to the following effect:

That Bob Glenn was absent from Nogales when he arrived there, but returned the following day; that the night of the 5th he saw Glenn; that when Skeels told Glenn he was hunting for a job, Glenn referred to certain opportunities he had offered Skeels in El Paso, and remarked that Skeels "had been playing the wrong end of the game," and that if he would go in with him (Glenn) he would put him next to a proposition on which they could clean up "a bunch of money" quick. Glenn then outlined the smuggling scheme, and stated that Mrs Alderette was at the head of it. He showed Skeels a letter from Alderette asking Glenn how the new enterprise was goming along and stating that he would be out to Nogales and see him in a few days. Glenn then asked Skeels what the latter knew about George Kaywood, and told him that Kaywood would be at Glenn's place that night. Later Skeels returned to Glenn's place and found Glenn and Kaywood in the card room, and was invited to join them, whereupon the smuggling scheme was discussed in all of its details. Skeels returned to Tucson the night of the 6th instant, with Kaywood, in the latter's automobile. On the way up Kaywood pointed out the landmarks to Skeels, and at a point about 15 miles this side of Nogales went out into the brush and

picked up a couple of automobile tires which he had cached there.

Skeels says the scheme, in brief, is as follows:

Constitutionalist Consul Anaya is to furnish the gang with passports which will enable them to go and come freely through Constitutionalist territory: that the Chinese are to be brought from the south by rail to some station south of Nogales, unloaded and conveyed on foot or burros, across the International Line in the neighborhood of Monument No. 134, to the old abandoned mine referred to in Inspector Colvin's report of the 26th ultimo: that when a sufficient number have been accumulated there, they are to be dressed as women and conveyed up the Sasabe Valley west of Tucson to an old mine in the Tucson Mountains some seven or eight miles west of here: that when the railroad crew in the conspiracy are called to take a freight train west, the Chinese will be moved from the last-mentioned mine to a blind siding a few miles west of Tucson, where they will be loaded into a box car, and the car resealed. The conspirators in California have not been named, but Skeels understands that arrangements have been, or will be made, with yardmasters in Los Angeles and San Francisco to "spot the cars" at the proper places for the unloading of Chinese, whereupon the cars will then be resealed and proceed to their real destination, if the same happens to be beyond the unloading point.

Skeels has been requested by Glenn to return to Nogales within the next few days to go with him (Glenn) and Alderette to the station south of Nogales where the Chinese are to be unloaded and to join them in a scout over the proposed route from there to the International Line. Glenn questioned Skeels to ascertain whether he was acquainted with the Tucson Immigration Officers, and suggested that he keep in more or less touch with them, without becoming too intimate. Glenn was very much pleased to learn that Skeels has a Deputy Sheriff's Commissionein this county. He proposed to Skeels that the latter captain the crew from the point south of Nogales until the Chinese are delivered aboard the train near Tucson. Skeels says that Kaywood is to leave Tucson today to scout the road from here to the old mine just north of the Line, and that he is to meet Glenn, Alderette and Skeels upon their arrival at the mine from the south, in a few days, and scout thence to the north end of the route.

Other details of the scheme is the stationing of lookouts on mountain peaks in the vicinity of the mine just north of the International Line, and the sending of Haywood ahead in his racing machine of the cars containing Chinese.

The scheme is feasible. Some of the natural questions which have arisen in our minds are:

What is the motive of Skeels? Is he really in with the gang and merely keeping in tough with the officers of this Service to enable him to advise his co-conspirators?

Has he accidentally learned of the scheme without being taken into it, and therefore reporting to Inspector Colvin with a view to getting on the Service Payroll?

Is he directing our attention to this particular conspiracy, while he and still others are carrying through a still different conspiracy?

Are he and the others named at the beginning of this letter actually engaged in the smuggling of arms and ammunition, making this report as a blind to cover their movements?

In his favor it is to be noted that he proposes that an inspector of this Service, unknown in this section of the country, be assigned to work with him, and actually join him in the conveyance of the Chinamen to the place where they are to be loaded on the cars near Tucson. Skeels knows that there is relatively little remuneration in the business to be had from the Government. He has suggested, however, the advisability of permitting the first small bunch to get through to their destination, and it is likely that he intends to get his money from the other side. He says if the Service will permit him to

go far enough to procure evidence sufficient to convict all the conspirators he is willing to go into Court and testify against them; that he would be afraid to testify in Court if we succeeded in arresting but one or two of the less important members of the gang. He suggested the feasibility of this scheme; that the first shipment be captured at some point between Tucson and their California destination, whereupon when the next shipment was ready he would propose to Glenn and Alderette that he be permitted to accompany the Chinese to their ultimate destination and arrange with us to be arrested at said destination while making delivery to the California conspirators.

Regardless of the possible grounds for suspecting our infofmant, it is well to remember that from such men only does information of value reach this Service, as a rule. We rarely get information concerning operations of smugglers from ministers of the gospel or regular attendants upon Sunday School. Believing with you that Bob Glenn has transferred the scene of his operations from El Paso to Nogales, I am prepared to place considerable faith in Skeel's information. Skeels says a small bunch is now ready to come, and that several hundred will be available as soon as the railroad is in operation to Guaymas. There is a strong probability that the opening of traffic to Guaymas will occur within the next few days. Upon the whole, therefore, unless a better course plan occurs to you, I sug-

gest:

1st: That you detail for duty at Tucson and vicinity a capable inspector, unknown at El Paso or in Arizona, to co-operate with Skeels, under the direction of this office.

2nd: That you procure authority immediately to assign George Skeels to duty as a Special Agent of this Service for a period of not to exceed ninety days, at a salary of $100 per month and actual necessary expenses, he to report for duty when called upon by the Inspector in Charge at Tucson, Arizona. Making his appointment effective when actually called into service will avoid the necessity of carrying him on the payroll, should the conspiracy not develop as rapidly as is expected at this time. Skeels has not, in fact, asked for an appointment, his principal concern at present is to keep himself in the clear while apparently co-operating with the conspirators. He doubtless expects, and justly so, that he will receive pay for the time he devotes exclusively to the Government's business and that necessary expenses will be paid, since his expenses cannot be paid until he becomes an officer of the Service, his appointment should be authorized without delay.

On account of a prior failure to secure results under similar circumstances, I hesitated to make the foregoing recommendations. It seems to me, however, that in no other way can we hope to effect results in this case. Skeels says

he has gone as far as he can without actually committing himself with the conspirators.

Further procedure awaits your instructions.

AEB

Exact copy as signed by_____

Mailed 4/9/14 by _____

lsp

Inspector in Charge.

Incl.42091.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO

No. 5084/362

June 10, 1914.

Inspector in Charge,
Immigration Service,
Tucson, Arizona.

The writer has carefully considered the contents of your letter of the ninth instant No.1520/29, together with the enclosures thereof, all of which have reference to information imparted by one George Skeels, which is to the effect that Bob Glenn and others are about to enter into a conspiracy to smuggle Chinese into the United States. The motives suggested by you which might be the cause of Mr. Skeels' apparent friendliness to this Service have been considered, and it may be that the course at present being pursued by him is for the purpose of allaying possible suspicion against himself; however, his willingness to have an officer work with him would seem to indicate a desire to render effective assistance, although you did not make clear in just what capacity the officer is to be brought into the case, and what would be expected of him in connection therewith. It is desired that you advise on this point, as it is quite important that this phase of the case should be known when selecting an officer for that detail.

It is noted that Ike Alderete is expected to visit Nogales shortly and go over the matter with Bob Glenn, and that Mr. Skeels is expected to accompany them on what might be termed a tour of inspection. If Alderete does go to Nogales, that fact should be conclusively verified, and his meeting with Glenn and Skeels should be witnessed just as often as possible; and

their departure into Mexico should in some manner be verified. If the plans as outlined by Mr. Skeels concerning Alderete's proposed visit to Nogales can be verified in various ways, the honesty of the purposes of Skeels would, it would seem, be sufficient ly demonstrated to justify asking for his appointment as special agent; and while it was indicated in telegram to you of even date that the request would be made, it is felt that something of a more definite character showing his willingness and ability to accomplish results should be shown before his appointment is requested.

If you feel that it is advisable to have an officer from your station witness the meeting in Nogales, you may detail some officer to proceed to that point for such purpose; and if you consider that it is inadvisable at this time to bring the Nogales office into the case, the officer whom you may select to proceed to that point could represent that he is taking a few days leave. If Mr. Skeels is permitted to proceed with the undertaking, and is given a temporary appointment, he should not, under any circumstances be a party to the actual bringing in of Chinese. In order that this Service might be entirely within its legal rights, it is deemed advisable that you discuss the matter at this time with the Assistant United States Attorney, and telegram was accordingly sent you to that effect. By such action, the Service will appear in a more favorable light, and as the case progresses the Assistant United States Attorney should be kept fully informed and you should be guided by his advice.

If the statements of Mr. Skeels are true and the conspiracy as outlined, is formed, this office fully appreciates the importance of the case; and if the matter is permitted to proceed you may rest assured that every assistance within the power of this office will be rendered you, in the hope of bringing about a successful conclusion. Do not fail to keep me fully advised.

Supervising Inspector.

HHD

Official copy referred to Inspector Taylor for his information together with a copy of the report of Inspector [illegible].

W. W. Beckham
Asst. Insp.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

RECEIVED
JUN 16 1914
IMMIGRATION SERVICE,
EL PASO, TEXAS.

OFFICE OF INSPECTOR IN CHARGE
TUCSON, ARIZ

IN ANSWERING REFER TO
No. 1530/29

June 15, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

Further reference is had to your file No. 5084/362, covering an alleged conspiracy by Bob Glen and others to smuggle Chinese.

Assistant U. S. Attorney Pattee returned from Globe last night and was consulted at once in accordance with your directions. He says that there is no reason in law or expediency why George Skeels and an officer of this service may not take a passive part with the conspirators, even to the extent of accompanying the Chinese and smugglers into the United States from Mexico. Our officers should step short of inducing or encouraging any one to violate the law who would not otherwise do so; limited by this principle they may fall in with the smugglers' plan and assist them in its execution for the purpose of procuring evidence to convict habitual violators of the law; the officers being void of INTENTION to violate the law, can not have crime imputed to them. With the allegations in this case before him as they have been reported to you, Mr. Pattee says "Go ahead and get the evidence" by putting representatives of the Government "on the inside"---adding that this is the only practicable method of procuring convicting evidence against shrewd and heretofore successful violators.

In my letter of the 11th instant you were advised that Kaywood left here by auto Monday morning and had not arrived in Nogales at noon Wednesday; Friday signs observed at the Gould Mine west of Tucson indicated that an automobile had recently been there and scouted the accessible roads and trails leading thereto. Today Skeels reports that Kaywood drove into Tucson 10 P. M. last night and left at 4 A. M. today; Skeels failed to see him. Skeels thinks Kaywwodd has possibly brought in a load of Chinese or opium independent of the rest and incidental to scouting out the route for the larger operations. Kaywood left word with Van Harlingen for Skeels to go on to Nogales, everything being ready--this according to Skeels.

I conferred for two hours with Skeels this morning and finally discovered definitely what he desires, to-wit: He expects to get his money from Aldarete and Glenn when he and three others deliver the Chinese on board the train west of Tucson and report delivery to Glenn at Nogales. Advised that we proposed to arrest the smugglers, the Chinese and the train crew as soon as the Chinese were placed in the car, he was disappointed and said that would give him no opportunity to collect from Glenn; then he asked what would happen him should each of the Chinese be carrying several cans of "hop", saying this could be made to produce revenue; advised that I could offer him no immunity from prosecution for intentional violation of law, he was greatly cast down. Stripped of circumlocution, Skeels desires advance immunity from prosecution

in exchange for a promise to turn "states-evidence" against the rest of the conspirators after he has collected for his part in the operations.

Skeels has told us the truth about the conspiracy; several essentials of his story have been verified. I dislike to break entirely with him as a source of information; hence I suggest: That you detail a discreet officer to come to Tucson at once, familiarize himself with the situation and proceed to Nogales to keep in touch with Skeels and through him with Glenn and the rest. This officer should be unknown to any of the conspirators, and should be prepared, if events necessitate and justify, to accompany Skeels and the others from the mine near the line to the mine west of Tucson. Skeels is not to be appointed Special Agent, but will be held as a source of information to this office and to the officer you send. Skeels will be advised unequivocally that this service will not countenance any violation of the law, and that if caught in a violation he may expect no more consideration than the United States Attorney may be disposed to extend. If we break with Skeels, he will doubtless join the others in formulating another scheme differing from this only in minor details and thus augment our difficulties. Skeels needs watching as much as Glenn, and after his recent experiences he can only be watched successfuly by an officer who ostensible falls in with the scheme. Whatever your decision as to

the foregoing suggestions as a whole, it is deemed imperative that an officer unknown to the conspirators be sent here for confidential duty at Nogales in connection with this case, with the least possible delay. Pending his arrival you will of course place upon this office any limitations upon his activities which may appear to you proper.

The officer for the desired detail needs no special qualifications aside from common sense, general intelligence discretion and the ability to grasp the significance of appearances. Please advise by telegraph upon receipt of this whether you will send a man, and if so when he may be expected.

A.E.

(signed) Burnett

Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5084/362

June 15, 1916.

June 21

Inspector in Charge,
Immigration Service,
Tucson, Arizona.

This office has read with much interest your report of the 15th instant No. 1520/29, in further reference to the conspiracy case of Bob Glenn and others, in which George Skeels is acting as informant, and is in thorough accord with the views expressed by the Assistant United States Attorney as to the part our officers may take in the formation of the case, with the possible exception of permitting either an officer of this service or the informant to accompany the contraband Chinese into the United States. This might be done under some peculiar set of circumstances, but there would be considerable difficulty in overcoming the impression which in all probability would arise in the minds of the jury that the government was a party to a violation of the law. Should the conspiracy progress, every effort should be made to avoid having our representatives accompany the Chinese from Mexico; but should it be absolutely necessary to the carrying out to a successful termination of the case every phase connected with such plans should be discussed in detail with the Assistant United States Attorney, and you should be guided implicitly by his advice.

It is reasonably established that Skeels is in a position to carry this case to a successful conclusion, but the suggestions made by him to you clearly indicate that he is of a character who is considering his personal financial gain and is not particular as to the means employed to secure same.

Your suggestion that he needs careful watching would seem to be very pertinent, but it may be that with careful handling it will be possible to cause him to deal fairly with our service, but it cannot countenance any wilful violation of law in order that he may benefit thereby.

It is noted that you do not wish an appointment as special agent secured for Steele; it is desired to inquire, in this connection, how it is expected to reimburse him for necessary expenses which he may have to incur in carrying out instructions that it may be necessary to give him provided he renders the service bona fide assistance.

In compliance with your request, a telegram has been sent to the Los Angeles office instructing it to direct Inspector McMahan to proceed immediately to Tucson and report to you for important confidential assignment, and to arrange a meeting with you by telephone. Inspector McMahan has had considerable experience in this line of work, and it is believed he will come as near meeting the requirements as any officer available for assignment to you. You need not hesitate to talk freely to Inspector McMahan, and the writer feels certain he will carry out to the best of his ability any instructions you may give him. So far as is known, he has no acquaintances in the vicinity of Tucson or Nogales. You may assign him to work on the case in such manner as you deem best.

HHD

Supervising Inspector.

together with copy of Insp. Burnett's report

Official copy referred to Inspector Richard H. Taylor, Buffalo, New York, for his information, reference being made to letter dated the 10th instant on the same subject, referred to him by endorsement under date of June 12th.

J. W. Beckwith

Supervising Inspector.

#15

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5025/570-A.

June 18, 1914.

Copy respectfully referred to R. H. Taylor, Immigrant Inspector, c/o Inspector in Charge, Immigration Service, Buffalo, New York, with the information that Chin suey is one of the four Chinese found at Tucumcari, New Mexico, on April 24, 1914, in a car of race horses owned by one Thomas Martin, who was arrested at that place, given a hearing before the United States Commissioner, and on April 28, 1914, bound over in the sum of $2000 to await the action of the next term of the Federal Grand Jury at Santa Fe, and is now confined in the County Jail there in default of the sum stated.

F. W. Berkshire
Supervising Inspector.

WAB.
Incl: 3372.

Exact copy as signed by F. W. Berkshire
Mailed _____ by _____

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWER REFER TO No. 53565/117-3.

June 18, 1914.

Commissioner-General of Immigration,
Washington, D.C.

In further reference to the application of Ching Co alias Chin Suey alias Ah Charley for a duplicate certificate of residence, Bureau file 53565/117, there are forwarded herewith copy of report of Interpreter Yee Book Hop of June 16, 1914, copy of statement of Lee Ah ging of June 12, 1914, and copies of translations of certain original Chinese letters found on the person of Chin Suey at the time of his arrest, all of which indicate that that person, not only effected surreptitious entry from Juarez, Mexico, in the latter part of April, 1914, but that he was in fact a co-conspirator with Thomas Martin in the illegal introduction from Mexico of the other three Chinese aliens apprehended at the same time in Martin's car of race horses at Tucumcari, New Mexico, the details of which were previously reported to the Bureau. It is the intention of this office to present the facts recently developed to the United States Attorney for New Mexico, with the request that Chin Suey be indicted with Thomas Martin on a conspiracy charge for the reasons shown.

In this same connection, it would appear from the report of Interpreter Yee Book Hop that the original certificate of Chin Suey was not lost, but that the same was deposited by him with Ng Yee jang of Juarez, Mexico, to secure indebtedness owing by the former to the latter, who still retains the original certificate.

Exact copy as signed by F. W. Berkshire.
JUN 18 1914 by _____

(Signed) F. W. Berkshire.
Supervising Inspector.

Incl:33723.
WJB.

Taylor

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No.

June 16, 1914.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

Sir:

Pursuing to the verbal instruction of Inspector C. C. Wilmoth, upon my arrival at Albuquerque, N. M., on the morning of 12th, I proceeded to the county jail at that place to see Lee Ah Sing for the purpose of securing additional evidence relating to the illegal entries of four Chinese apprehended at Tucumcari, N. M.; when I first see him, I pretended myself as a local Chinese there and talked friendly with him about his case. He was proud to see his country-man call on him and said that a few days after he entered that jail there was a local Chinese, whose name is Dong Ngow, had visited him in the jail once. He further stated as follows:-

"I had been living in Juarez, Mexico, for some time and had had many difficulties in gaining my living there because the disturbance has occured in Mexico, finally acquainted myself with Chin Suey, alias Chin Suey Long, who was formerly working at a restaurant at the race-track. After the race-track closed up, he had nothing to do. One day I met him at the park and discussed with him the conditions in Mexico being pretty hard for any one to gain living there, so we must find some kind of way to smuggle into the U. S. Then he said. 'I know the white man, Ah Tom, who takes care of the horses in the race-track and is about to go to the U. S. with his horse-car. He is badly in need of money and wishs to get some money by bringing some Chinese into the U. S. to pay his hay bill. Can you raise some fund or bond

to go?' I said to him that I am not in position to do so, but I will try. Shortly after that Chin Suey again stated to me. 'The white man, Ah Tom, will go to the U. S. within next few days and he can bring some day with him on his horse-car to Denver charging $300 per each; are you ready to go?' At that time I decided to go with him to Denver and promised to pay $300 for said arrangement through Chin Suey; and the other two Chinese agreed the same. So that our arrangements were made to the white man, Ah Tom, through Chin Suey. We understood that, when we arrived at our destination, the payment of $300 each agreed upon will be paid to Chin Suey then he will deliver it to the white man, Ah Tom; because he did all the talking in our arrangement for us, but really did not know how much of money Chin Suey was going to pay the white man. I did not give him either cash money or bond on account; except, I gave him a verbal promise, and the white man simply trusted him and he trusted me for the payment. I was surprised to see the financial affair can be done in this manner. Prior to our departure from Jaurez, there was a Chinese whose name is Christain Ling, alias Wong Ling, at sum Wah Long (restaurant or Laundry) in Jaurez, Mexico, he had a man wishing to join with our party to go to Chicago, but finally he found out the white man could not take his man to Chicago so he did not send his man out with us. It is believed that Christain Ling, alias Wong Ling, was the man who sent the telephone message reporting to the Immigrant Inspector to arrest us; because, he was disappointed that he could not send his man out so he hated to see any one go out. Chin Suey formerly had a certificate of residence, when he first came to Jaurez he deposited it in Ng Yee Jang's place (Sum Lee laundry is located near the park) for safe keeping, after he had been living in Ng Yee Jang's place for a long time and owed Ng Yee Jang considerable amount of money for his board and lodging, so that Ng Yee Jang held his certificate for security. For that reason

he lost his certificate and could not get it until he paid his debt in full. Since we were arrested we have been kept apart and do not know where the other three Chinese go to. I was informed at Tucumcari, N. M., that I have to stay here for some time to be witness."

After he had a long and talk with me about his apprehension, I advised him that, in accordance to your story, you will be held here until the case settled, in case you should testify before Immigrant Officer or court concerning to your arrangement, you have better to tell the whole truth as what you had already told me in order to prevent you from perjury and that the Government will pay you $1.00 per day. He sadly answered "Yes, I think I have to".

I am satisfied the statement he made before Inspector Partch was true; except he did not tell the truth about the guarantee bond. He was badly in need of some clothes and a hair cut, so I loaned him $3.00 to buy whatever he needed. At that time I thought I had enough evidence in this case to obtain the confession of Chin Suey.

On the 13th inst. at 1:30 P.M. I had an interview with Chin Suey in county jail at Santa Fe, N. M.; first I told him my right name but not my position, and stated to him that I understood you are arrested and in pretty shape, if you are willing to tell me the truth I may able to help you out. He told me the same old thing as what he did in Tucumcari. Then I told him "I am Immigration Service and the Government had developed all facts in the arrangements of three Chinese were made between you and Thomas Martin. According to the statements submitted to the service by the three Chinese, who accompanied with you, Ng Yee Jang and Wong Ling in Juarez, Mexico, it is narrow escape for you to get out this case. You are not only subject to deportation but may go to penitentiary besides." I had told him all what I know,

while I showed him the guarantee bond, then He got anger with me and said. "You are the damn liar (in English), the Government can secure all false witnesses, statements, and letters to testify against me by paying money; as while I was in Tsoumeeri, N.M., one night the interpreter, English-man, came down to the jail and talked friendly with me, tried to bribe me to be a false witness against Ah Yen offering me $5.00 per day. There is showed how your Government obtained all evidence. As I understood you have told me that you are going to help me out the trouble, in showing the bond and trying to have me confess this and that which is untruth, therefore, you have no sympathy to your country-men of whatever." While I told him how he lost his certificate he said. "To night I will write to Ng Yee Jang (Jaures, Mexico) and prove that you are telling the lies"

I knew I could get nothing from him in that condition, when he got c cooled of I made friends with him again. It seemed to me that he had been friendly acquainted himself with those people in jail there; so I said to him that you may have to stay here for some time, why don't you apply for a position as cook here?. He replied "Yes, I am doing some cooking and cleaning here for accommondition but receive no money. Whil Inspector Partch took a statement from him regardingthe securing of a duplicate certificate for him, he said to me that there was a man took his description and wrote a letter to apply a duplicate certificate for him. He was insisting on telling me all lies in every way.

According to the Chinese custom in connection with this case, it is bad for Lee Ah Sing to testify in court; however, I do not wish to see him under the maltreatment of Chin Suey by furnishing the information to the service. There are all inside views of their arrangements had been given, trusting that the additional evidence and the confession of Thomas Martin can be obtained, if successed, it would be a protection for Lee Ah Sing. After I learned the right m

name of Chin Suey, I found there was several financial statements written in Chinese showing that Chin Suey, alias Chin Suey Long or Suey Long, was in Hong Kong, China, in C. H. 1st, 11th Month, 21st Day (Dec. 28, 1911); and in Jouvet, Marion, in C. H. 2nd, 11th Month, 13th Day, (Dec. 9, 1912). There are accompanying herewith the original Chinese characters with translations in triplicate.

Yuen Back Hop
Chinese Interpreter.

File 5025/570.

In the matter of THOMAS MARTIN, charged with)
having smuggled four Chinese into the United States;) Inspector V. F. Partch
to wit, Lee Ah Sing, Ow Ah Bow, Chin Suey and Lew Gup.) Interpeter, Yee Bock Hop

---

Albuquerque, N.M., June 12, 1914.

Lee Ah Sing sworn.
Q. What is your name?
A. Lee Ah Sing; married, name Lee Won Kim.
Q. Where were you born?
A. Wen Kai village, SN Dist. China; I am 40 yrs. old.
Q. Who were your parents?
A. Father, Lee Yen Wa, Mother Hom Shee; both dead, died in China.
Q. Have you brothers or sisters? A. None.
Q. Have you any near relatives in the U.S.? A. No.
Q. When did you first leave China and where did you go?
A. I left 10 yrs ago and came to to Mexico. 3 yrs. in Mex.
Q. Where did you live and what did you do in Mexico?
A. All over Mex. and whatever work was convenient. I lived first in Chihuahua, then went to Torreon, then back to Chihuahua, sometimes in laundry, sometimes in garden.
Q. When did you first come to Juarez?
A. Jan. 1 this year.
Q. Did you make any attempt to come into the U. S. before this?
A. No, this is the first.
Q. What were your first efforts to get into the U.S.?
A. When I lived in Torreon, until the Revolution, so could not get a living, I walked to Chihuahua, and took train to Juarez, as soon as I got there I lived at the Wong Quong On Laundry; lived there about one month, then got acquainted with Chin Suey, with whom I later entered the U.S.; at that time Chin Suey was living in the Red Light district; after I knew him ten days, I discussed conditions in Mex. it was hard to gain a living there, and we must find an entrance into the U.S.;
Q. Had Chin Suey ever been in the U.S. before?
A. Yes, I think in Cal.
Q. Had he had a certificate? A. Yes.
Q. Did he have a certificate there in Mexico? A. I don't know.
Q. Did you go to Chin Suey's or he to your place to discuss?
A. Sometimes I meet him on the street; sometimes at the racetrack; we never went to each others' places.
Q. Don't you know the name of his boarding house?
A. I don't know the name; it was at Ng Yee Jang's place.
Q. Now we know that Chin Suey had a certificate; if there is a genuine certificate of his in existence; do you think it is in Mexico?
A. He told he he lost on the U.S.
Q. Where did you first get acquainted with Lew Gup and Ow Ah Bow?
A. I met them several times on different occasions, some 10 days before our entry into the U.S.
Q. Who first found a plan to get into the U.S.?

A. First Chin suey told that there was a horse car, badly in need of money for expenses; he wished to cover that by bringing into the U.S., some Chin se; I don't know whether Chin Suey first talked to the white man, or the latter to C.S. Chin suey also first had asked me if I couldn't give bond to enter the U.S.; I told him, no.

Q. Did Chin Suey finally make the arrangements with the white man to bring you in?

A. Yes.

Q. What is the white man's name?

A. I know it is Ah Tom.

Q. Describe him?

A. About 50 yrs old, a little shorter than I pretty stout; somewhat gray; no mustache; had a beard but was shaved.

Q. (Showing photograph of Thomas Martin) Is this his picture?

A. Yes.

Q. When and where did you first see the whiteman?

A. About a month before we came in Chin Suey and I were at the racetrack, and C.S. pointed to this man and said "He is the man who needs money to pay his hay bill" and later he brought us in to raise money.

Q. Did C.S. introduce you to him then? A. No.

Q. How long before you actually started did Chin Suey say to you that arrangements had been definitely made?

A. Two or three days before.

Q. How much were you each to pay?

A. The next few days we will go out on a horse car to Denver, for $300 each, so Chin Suey said.

Q. Were Ow Ah Bow and Lew Gup with you when you were told that?

A. No, just me; the other two did not get together with us till we took the car.

Q. Did Ow Ah Bow and Lee Gup stay together some other place?

A. Yes some place, I don't know where.

Q. Did the plan change, after you planned to go to Denver?

A. There was a yia-su man (Christian), Wong Ling at Sam Wah Lung's place, so Chin Suey told me, that had wanted a friend of his to join our party, but when he learned that we were going to Denver, he dropped out; there would have been five of us in that case; this was the only change. Weng Ling must have been mad at us after that, else he would not have telephoned the inspector to arrest us.

Q. Tell the circumstances attending the taking of the horse car?

A. I forget the date, but at 7 o'clock one morning, Chin Suey took me to the horse car, and said that was the car we were to take; it was quite a way from my place; about half an hours walk; then we went back; at three o'clock I went to this horse car, which was near the race track, by myself and went in; the horses were there, one in each end of the car, but Tom was not there, nor anybody else; about 20 minutes later Ow Ah Bow came in, I heard his voice; I don't know when the other Chinese came in, or whether they were already there; as soon as I got in the car I made a hole in a pile of hay and hid myself.

Q. Were you not afraid of being seen by Mexicans, who might report your getting into the car in broad daylight? A. No.

Q. Why did you crawl into the hay then?

A. To avoid being seen by some one.

Q. Were Chinese accustomed to hang around these cars?

A. The arrangements were already made for us to get into the car.

Q. How long were you Chinese in the car before Tom Martin came?

A. About half an hour.

Q. Was he by himself? A. Yes.

Q. did you start then?
A. No, about half an hour later still.
Q. This was still daylight, was it?
A. Yes, when it crossed the river it was daylight, but when we left El Paso, it was dark.
Q. Did you realize that you were inspected by Customs Inspectors?
A. Yes, when we stopped on the El Paso side, I knew from my hiding place that that there were two or three men who came in the car; I just heard their voices; they did not poke into my place.
Q. Was Tom Martin there then? A. Yes.
Q. No other white friend with him? A. No.
Q. What time of the night did you leave El Paso? A. I don't know.
Q. Did you provide your own food, or Tom Martin?
A. We had no food, but had about a dollar, that is, I had, and the others had something and we were to buy our food on the way.
Q. Did you understand that Tom Martin had received something in advance?
A. No, he had received nothing.
Q. Where did you get your breakfast the next morning?
A. I gave $1.00 to Martin and he bought 50¢ bread, and we ate altogether.
Q. Did Martin eat with you? A. No.
Q. What did you do for drink?
A. There was a barrel of water for the horses; we drank this.
Q. Did the train stop often? A. Yes, often.
Q. Did you ever get out while en route? A. No.
Q. Did Martin ever get out?
A. I don't know, except that he went out to buy me some bread.
Q. You didn't stay in your holes in the hay all the time, then?
A. Sometimes we stay in the hole, sometimes out in the car to walk.
Q. Whenever the train stopped, you hunted your hole in the hay?
A. Yes.
Q. And after it started you came out again?
A. Sometimes, sometimes not.
Q. Did Martin caution you to be very careful in that respect?
A. I don't know what Martin said, but Chin Suey told me to stay in that corner.
Q. Chin Suey was the only one who could talk English? A. Yes.
Q. Was the whole $300 to be paid on your arrival in Denver?
A. Yes, $300 a piece.
Q. How were you going to raise $300?
A. I was going to raise it by working in the U.S.; the white man trusted Chin Suey and Chin Suey vouched for us.
Q. As you understand it then, Martin was not to receive any actual money on arrival in Denver; it was simply a verbal promise on our part.
Q. How do you know that Wong Ling gave information to our officers?
A. Because the Chinese Interpreter told me that at Tucumcari.
Q. How near do any of your three Chinese companions have their ancestral homes to yours in China?
A. They all live about 5 or 6 po away from me.
Q. Had you ever seen him, the man whom Wong Ling was trying to add to your party?
A. No, I had not, nor do I know his name.
Q. Do you know anything about this bond form? (Showing paper taken at time of arrest, and purporting to show the readiness of Lee Tung Guy, Lee Fong Yeng and Lee Kay Yeng to bond Lee Won Kim to San Francisco)
A. This was written in Chihuahua, as just a form of bond; the red is not the proper name of a Chinese firm, Wah Kit, but was put on, just because that is as usual.

Q. Is this paper yours? (Showing directions for coming into the U.S.)
A. Yes, I copied it from a Chinese in a laundry at Torreon.
Q. Did you give this bond to Chin Suey for security?
A. No, it was found in my pocket.
Q. I understand from the officers who made the arrest that this paper was found in the possession of Chin Suey.
A. No, it was found on me, with other Chinese letters I had received from China.

(Signed) Yee Bock Hop
Chinese Interpr ter.

The above was taken down by me direct on the typewriter.

(Signed) V. F. Partch.
Chinese Inspector.

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

CHINESE CHARACTERS.
TRANSLATED BY - - - YEE BOCK
CHINESE INTERPRETER.

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO

No.

Mr. SueyLong (Chin Suey Long)

Sir:

Received cash from you $25.00 in gold equal to $62.50 in Mexican currency. The statement of your account as follows:-

Cash paid on a/c.	$5.00
Cash paid on gambling a/c.	10.00
Cash paid " " "	10.00
Cash Paid " " "	2.00
Cash paid to Wah Jang for opium.	1.50
Cash paid to deliver to Jew Bue.	20.00
Cash paid on a/c.	5.00
Cash paid to Wah Jang for opium.	.50
Total is	$54.00

The balance of your account is $8.50 due to you.

Cash paid to Wah Jang for opium. 50

C. R. 2nd, 11th Month 13th Day. (if old Chinese calendar would be Dec.9,1913)
- - - - - -Nov.13,1913- - - - -

(Signed)
Yee Jang. (Ng Yee Jang)

(

(Ng Yee Jang is the genuine Chinese person living at Sun Wah laundry, near by the park, in Juarez, Mexico. by Interpreter)

I hereby certify that the above is true translation from the orig original Chinese characters. 6/17/10.
Y. B. H.

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

CHINESE CHARACTERS.
TRANSLATED BY - - - YEE BOCK HOP. OFFICE OF SUPERVISING INSPECTOR
CHINESE INTERPRETER. EL PASO, TEXAS

IN ANSWERING REFER TO

No.

Chin Suey Long, Esq.,

Sir:

n The statement of your traveling expenses account, rail fare and board as foelows:-

Cash paid for board to Wing Nume (restaurant)	$35.25
Cash paid for meam board to this house	9.00
Cash apaid on a/c	2.50
Cash paid efor opium	22.05
Cash Paid for rail fare akxiadaxx	35.40
Cash paid for board to Wong Him's restaurant	58.20
Cash paid for board	42.50
Cash paid on a/c	14.00
Total	$210.90

The total amount is 210.90 due to me.

C. R. 2nd 11th Month 2nd Day.
- - - - -Nov. 2, 1913,- - - -

(Signed)
Jew Sue.

- - - -

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF_____

No. 309/6.

PORT OF Buffalo, N.Y., June 22, 1914.

Commissioner General of Immigration,
Washington, D. C.

1. Attached hereto, for filing, will be found reports submitted by the Inspector in Charge, Cleveland, Ohio, regarding efforts to prevent Chinese smuggling operations in that District and copies of replies and instructions relative thereto. At first Inspector in Charge Fluckey was inclined to discredit information to the effect that contraband Chinese were passing through his District, particularly Toledo, but has since been convinced of the necessity for greater vigilance on the part of his officers in connection with information furnished from time to time by the Inspector in Charge at Detroit.

2. Reports and correspondence relating to Toledo, Ohio.

Richard A. Dayton.
Immigrant Inspector.

RHT-IT.

IN ANSWERING REFER TO
No. 1242/1.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

#1

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

May 6, 1914.

Inspector in Charge,
Immigration Service,
Detroit, Mich.

I have your letter of May 5th, No. 2242/108, in reference to a party of Chinese which have been recently smuggled from Windsor to Chicago, and note that you state further "It is thought that the smugglers proceeded from Detroit to Toledo and that passenger cars were used from Toledo to Chicago". Will you be kind enough to advise why you think this to be the case.

(Signed) J. A. Fluckey.

L Inspector in Charge.

OFFICIAL COPY to Immigrant Inspector Richard H. Taylor, U. S. Immigration Service, Washington, D. C.

J A Fluckey

Inspector in Charge.

Inspector in Charge,
Detroit, Michigan,
May 7, 1914.

No.2242/102.

Inspector in Charge,
U.S.Immigration Service,
Cleveland, Ohio.

In reply to your letter No. 1542/1, dated May 6, 1914, in which you ask to be advised why we think Chinese are being taken from Detroit to Toledo, and from that point use passenger cars to Chicago, you are advised that from information secured by us from the smugglers at Windsor, Ontario, we learn that on the night of April 25th, two Chinese left Windsor for Pittsburg, Pa., via Toledo, and that they were safely delivered at their destination.

The smugglers also state that they are using freight cars and automobiles to Toledo, where the Chinese are stalled over night, and from which place they proceed to their destination.

Of course we have no personal knowledge of this facts, and are only giving you thebest information which we can obtain fromthe smugglers who have given us faluable information, and which has led to the arrestof Chinese and their smugglers, in the past.

(Signed) G.OLIVER FRICK
Inspector in Charge.

ImmigrantInspector Richard H.Taylor,
Buffalo,N.Y.

For your information and advise, as to the hearty cooperation which is being received from the Cleveland office.

G Oliver Frick
Inspector in Charge.

Buffalo, N.Y., May 7, 1914.

Inspector in Charge,
U. S. Immigration Service,
Cleveland, Ohio.

Adverting to Bureau letter No. 53620/309, dated April 14, 1914, attention is invited to the fact that I have not received the information requested therein.

Please advise with as little delay as possible just what efforts are being made in your District to apprehend those engaged in handlihg contraband Chinese. In order to fortify the efforts of the Detroit office, a system of train and electric car inspection at Toledo should be inaugurated and the inspector in charge at the latter station instructed to submit detailed reports covering his work along that line.

The Inspector in Charge at Detroit has been directed to communicate directly with you regarding the mivement of smugglers or contraband Chinese and trust such information will receive prompt attention to the end that this traffic will be broken up. When time is a factor do not hesitate to communicate direct with the Inspector in Charge at Detroit, or elsewhere, concerning Chinese smuggling operations and furnish me with a copy of such correspondence.

(Signed) Richard H. Taylor,
Immigrant Inspector.

Buffalo, N.Y., May 7, 1914.

Ipspector in Charge,
U. S. Immigration Service,
Cleveland, Ohio.

Adverting to Bureau letter No. 53620/309, dated April 14, 1914, attention is invited to the fact that I have not received the information requested therein.

Please advise with as little delay as possible just what efforts are being made in your District to apprehend those engaged in handling contraband Chinese. In order to fortify the efforts of the Detroit office, a system of train and electric car inspection at Toledo should be inaugurated and the inspector in charge at the latter station instructed to submit detailed report covering his work along that line.

The Inspector in Charge at Detroit has been directed to communicate direct with you regarding the movement of smugglers or contraband Chinese and trust such information will receive prompt attention to the end that this traffic will be broken up. When time is a factor do not hesitate to communicate direct with the Inspector in Charge at Detroit, or elsewhere, concerning Chinese smuggling operations and furnish me with a copy of such correspondence.

Immigrant Inspector.

RHT-IT.

Copy for Bureau

IN ANSWERING REFER TO
No. 1542/1.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 10

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

May 9, 1914.

Richard H. Taylor,
Immigrant Inspector,
The Castel Inn,
Buffalo, N. Y.

In reply to your letter of May 7th, I beg to state that my reply to Bureau letter of April 14th, No. 53620/309, was sent to the Commissioner-General on the 17th ultimo. I am inclosing a copy herewith. It was my supposition that the letter I wrote to the Bureau would be turned over to you.

I note your request that a system of train and electric car inspection at Toledo should be inaugurated in order to fortify the efforts of the Detroit office as regards the Chinese smuggling situation. The inspector at Toledo has for some time had instructions to keep in touch with the railroad and trolley car situation at Toledo, but it must be remembered that one man can not attend to the multitudinous duties of that office which include the handling of immigration deportation cases and investigations, both in and out of Toledo, and at the same time make any adequate inspection of the trains and cars arriving at or departing from his station. These reports come quite frequently that certain Chinese parties have successfully entered the United States at or near Detroit, and are supposed to have gone through Toledo, either by automobile or otherwise; but the unfortunate feature of these reports is almost invariably that they refer to movements of Chinese which take place

two or three weeks previously. I am inclosing herewith copy of letter dated May 7th from the Inspector in Charge at Detroit as an illustration.

This Toledo situation is not a new one by any means, and since it would be absolutely impossible for the one man there to inspect approximately 160 steam trains and 400 interurban trolley cars per day, to say nothing of the means of ingress or egress of Chinese by water, by automobile, or by freight trains, I am submitting a request to the Bureau that at least four additional inspectors be ordered to Toledo, or that this office be authorized to employ that number of temporary men for the purpose of making such survey as will effectively dispose of these rumors, it being noted that the information of the Detroit office is based upon statements made by Chinese smugglers.

J. A. Bluckey
Inspector in Charge.

Inclo. No. 29091.

L

IN ANSWERING REFER TO
No. 1542/1.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

May 11, 1914.

Richard H. Taylor,
Immigrant Inspector,
The Castle Inn,
Buffalo, N. Y.

I beg to hand you herewith copy of report of Inspector Apple dated May 10th, concerning a reported movement of Chinese from Windsor on the night of May 9th. You will note that our Toledo office is making every effort to detect and apprehend any Chinese passing through Toledo and is receiving the cooperation of the Police Department in that city.

J. W. Blucksey
Inspector in Charge.

Inclo. No. 29096.

L

DEPARTMENT OF LABOR
Immigration Service

Office of Immigrant Inspector
Toledo, Ohio.

No. 646. May 10, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to report that at about 9 o'clock last night I received a telephone call from Inspector in Charge Frick to the effect that he had information that a party of Chinamen were being smuggled from Windsor to River Rouge in a rowboat, where they were to be met by an automobile in charge of negroes, presumably two, who were to taken them to Toledo, where they were to be met by two white men, who would take them to Chicago. The names of the white men and descriptions given were as follows:

"Johnny" Geiser; 5'-8", about 140 lbs. wearing blue suit, flannel shirt, and derby hat; smooth face, with a few pimples on face.

"Whitey" Anderson; 5'-9", about 155 lbs. smooth face and light complexion, very light hair.

These two men were supposed to have left Detroit on the 9 o'clock car for Toledo.

Mr. Frick stated that he had arranged with Monroe officials to try to stop the automobile party there; but that he wished I would try to have them caught if they got past Monroe.

At my request, the police detailed patrolmen and motorcops to cover the roads into this city. I thought it advisable to arrange to have the white men shadowed if they came in on the car mentioned. It seemed likely that they would leave the car before reaching the interurban station

andytry to reach their rendezvous quickly, or, if they came to the interurban station, they would likely hail a taxicab with which to disappear quickly. I therefore hired a taxicab, with a reliable driver and, accompanied by City Detective Lanfare, proceeded beyond the city limits, where I boarded the car. There was no one on it, however, who fitted the description of the two white men.

I felt that the expense involved for the taxicab ($3.00) was justified, as I would have been able to have handled the situation properly had the men been on that car.

I then proceeded to the Union Station, where I remained on watch, and in telephonic connection with police headquarters, until now (6 A.M.) and have arranged with the day patrolman stationed there to keep a lookout for departing Chinese and smugglers.

The Detroit office seems to lose sight of the fact that it is entirely unnecessary for smugglers to run the risk of coming into this city, as there is at least one, if not more, junction point north of here, where a westbound train connects with LS or MC trains; also, if the smugglers know the roads, as they probably do, they need not come within several miles of Toledo, but could skirt the city, over excellent roads, and connect with trains on various railroads running east and west.

I told Mr. Frick over the telephone that I had seen nothing of the Chinaman described in his letter of the 6th and that if he had come this way at all, he had probably gotten through before his information was received. He replied that he had since learned that the man had been seen in Detroit as late as Wednesday night. It therefore seems as if his "cordon of immigrant inspectors" does not draw as close a net as he seems to expect that I should spread and make impenetrable over a much larger tract of country than the city of Detroit.

(Signed) George K. Apple.
Immigrant Inspector.

Buffalo, N.Y., May 14, 1914.

Inspector in Charge,
U.S. Immigration Service,
Cleveland, Ohio.

Adverting to your letter No. 1542/1, dated May 7, 1914, addressed to the Bureau and the latter's reply thereto No. 53788/1, dated May 12, 1914, it is suggested that you send an experienced officer from Cleveland to Toledo to work exclusively on Chinese smuggling in connection with Inspector in Charge Apple, who should also be instructed to give this phase of the work particular attention, in view of the fact that Chinese smugglers are apparently using Toledo as a distributing point. The officer sent to Toledo should arrange to keep in touch with the Inspector in Charge at Detroit at all times, either directly or through Inspector in Charge Apple, in order to be able to receive an act quickly upon information furnished at any hour of the day or night.

The foregoing appears to be the most economical manner in which the situation can be handled for the present and can be made the basis for other plans which will be taken up with you personally in the near future.

Instruct the officer assigned to duty in Toledo to submit daily memorandum reports covering his work, hours of employment, information obtained, manner in which it was handled and results obtained; copy of such reports to be mailed to me each day

(Signed) Richard H. Taylor,

RHT-IT. Immigrant Inspector.

Official copy respectfully submitted to the Commissioner General, Washington, D.C. and Inspector in Charge, Detroit, Michigan.

(Signed) Richard H. Taylor,
Immigrant Inspector.

Inspector in Charge,
Detroit, Michigan,
May 5, 1914.

No.2242/102.

Inspector in Charge,
U.S.IMMIGRATION SERVICE,
Cleveland,Ohio.

About 2 o'clock, A.M.,May 3rd, we were advised by telephone that four Chinese, accompanied by two white smugglers had left Windsor, the Chinese being destined to Chicago. A cordon of immigrant inspectors was immediately detailed to cover all avenues leading out from Detroit in the direction of Toledo, Chicago, Mount Clemens, and Durand, Michigan; but their efforts were unavailing, as we have this date been advised that the Chinese succeeded in reaching their destination. Our informant states that the white smugglers were John Geiser and "Whitey" Anderson, and that passenger trains or electric cars were used. However this appears to us almost impossible, as these trains and electric cars were covered by our inspectors. It is thought that the smugglers proceeded fromDetroit to Toledo and that passenger cars were used from Toledo to Chicago.

As there are several Chinese in Windsor at the present time, awaiting a favorable opportunity to be smuggled into the United States, who are destined to various eastern, southern, and western points, this information is given you in order that you can take appropriate action to

guard all outgoing trains and electric cars from Toledo.

Copies of this letter have been furnished to the Toledo and Chicago offices, and to Immigrant Inspector Richard H. Taylor.

COF-LAS

Inspector in Charge.

Immigrant Inspector Richard H.Taylor,
Castle Inn,
Buffa lo,N.Y.

For your information,with request that you communicate with the Cleveland office in order that arrangements can be made to have these ~~pmk~~ plans carried out,similar to those being carried out at Detroit.

G. Olcott Frick
Inspector in Charge.

(COPY)

Telegram

Immigration,
Cleveland, Ohio.

Send Chinese Interpreter to Buffalo first train tomorrow morning.

TAYLOR.

THE WESTERN UNION TELEGRAPH COMPANY

25,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD

THEODORE N. VAIL, PRESIDENT — EDWARD H. HEARN, VICE PRES. — BELVIDERE BROOKS, GENERAL MANAGER

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BOWEN BLOCK - BUFFALO, N.

17 GOVT RATE

CLEVELAND OHIO MAY 17

ADLER

CASTLE INN BUFFALO NY

ST LOUIS OFFICE HAS OUR INTERPRETER DONT KNOW WHEN HE WILL RETURN

FLUCKY

1102AM

CONFIRMATION OF TELEGRAM

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Western Union Telegraph Co

Office of Inspector in Charge
Cleveland, Ohio.

Port of

May 17, 1924.

Taylor, Castle Inn,
Buffalo, N.Y.
St.Louis office has our interpreter. Dont know when he will return.
Flunkey.

. . . . . .

The above message is NOT to be sent. It is a confirmation of message phoned Government rate, PAID, to-day.

Inspector in Charge.

0840

* * * * * * * * * * * * * * *

The above is an official copy of telegram sent this day.

J. W. Flunkey
(Name.)
Inspector in Charge.
(Title.)

o14—840

No. 309/8 Buffalo, N.Y., May 21, 1914.

Inspector in Charge,
Cleveland, Ohio.

Receipt is acknowledged of your letter No. 1542/1, dated May 15, 1914, in reply to my letter of the 14th inst., advising that an officer would be sent to Toledo for work in connection with the apprehension of Chinese smuggling and inclosing three letters from the Inspector in Charge at Detroit dated May 12, 13 and 14, respectively, concerning information received in reference to Chinese about to be smuggled into or through Toledo; also letter from Inspector Apple dated May 10 upon the same subject.

In reference to the foregoing you are advised that the Inspector in Charge at Detroit is receiving information from a confidential informant who is working with the smugglers in Windsor. Of course this informant can only report what comes under his observation and after the smugglers have left Windsor he has no means of following them or getting further information as to whether they followed the plans arranged at the time they left that city. As in the case of the two Chinese whom Stoneburg and Stevens were to put in the car at London, the information furnished by the informant was correct; the smugglers actually took the Chinese to London but when they attempted to place them in a freight car the latter refused to be transported in that manner, which information was conveyed to the Toledo office as soon as the informant reported the failure of the expedition.

Appreciating the difficulties that surround the getting of positive information regarding the movement of Chinese smugglers, it would appear that the Inspector in Charge at Detroit is doing the very best he can and it is to be hoped that he will receive the hearty cooperation of all officers in your jurisdiction.

The above mentioned letters are returned as requested.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IL.

IN ANSWERING REFER TO
No. 1542/1

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

ans May 21

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

May 15, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

I am in receipt of your letter of the 14th instant, with respect to arrangements for additional help at the Toledo station on account of reports of Chinese smuggling via that city. Owing to the pressure of work incident to the getting together of a number of aliens for deportation, I was not able to communicate with you yesterday as directed in the Bureau's letter of May 12, No. 53788/1.

Your suggestion that one of the Cleveland inspectors be sent to Toledo strikes rather heavily, and I am unable to state at this moment how arrangements can be made to comply therewith and at the same time take care of the local situation. The dropping of Inspector Faulkner from the immigration force has left this office one man short since April 17th (for he was engaged on general work almost continually), and you will appreciate that to send a man to Toledo will leave one inspector to do the work heretofore apportioned to three. I shall arrange to send one of the Cleveland inspectors to Toledo as quickly as possible, however, for a few days, and then arrange to have Inspector Thomas take up the work at Toledo, as I think the service can better stand the temporary closing of the office at Cincinnati than to further deplete the force at Cleveland. Of course, I shall ask the Bureau's consent as to the latter.

I am inclosing for your perusal and early return, letters dated May 10th and 12th from Inspector Apple at Toledo, and May 12th, 13th and 14th from the Inspector in Charge at Detroit, all in reference to the supposed movement of Chinese via Toledo, which are self-explanatory. I do not think there is any occasion for controversy over this matter but the correspondence indicates whether or not the information is reliable as to operations via Toledo as against many other routes. The local officials have been requested scores of times to get out on the lines and watch for smuggled Chinese and the results have always been the same as on last Saturday night, and their skepticism is hardly to be wondered at. This is a matter I prefer to take up with you verbally rather than in correspondence, but I have

J. W. Tluckey
Inspector in Charge.

No. 309/6 Buffalo, N.Y., May 21, 1914.

Inspector in Charge,
U.S. Immigration Service,
Cleveland, Ohio.

Referring to the final paragraph of your letter No. 1542/1, dated May 20, 1914, addressed to the Bureau regarding the detail of an Inspector to Toledo, you are advised that there is no connection between the Chinese arrested at Buffalo on May 17 and those reported by Inspector in Charge Frick as about to be smuggled across in the vicinity of Detroit destined to interior points via Toledo.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT

IN ANSWERING REFER TO
No. 2548/1v

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

May 20, 1914.

Commissioner-General of Immigration,
Washington, D. C.

Referring to the Bureau's letter of recent date directing me to take up with Inspector Tayler the matter of arrangements to better stop the alleged movements of Chinese through Toledo, I beg to state that in accordance with instructions from Mr. Tayler I have detailed Inspector Cameron Miller to Toledo to assist in the work at that point. Inspector Miller's absence, together with the discontinuance of the services of Inspector Faulkner and the mass of work outside of Cleveland requiring the attention of Inspector Francis, throws upon me personally the burden of all the inspectors work, both in and outside the office at Cleveland. It is not possible to describe all these duties without a letter of considerable length, but suffice it to say that there should be at all times one inspector in Cleveland besides the one upon whom the duty of looking after the entire district is imposed.

The detail of Inspector Miller to Toledo was made to cover the immediate exigency and in compliance with Inspector Tayler's request, but if it is intended to place at Toledo anyone of the other inspectors in the district, it is believed that Inspector Thomas should be sent there and the Cincinnati office closed during his detail. The work on hand at Cincinnati, so far as this

office is informed, is not nearly so heavy as in the Cleveland end of the district.

The force in this district is entirely inadequate to handle the work as it should be handled, but realising the state of the Department's finances, I endeavored to get along without any special requests of this character save for the temporary force at Toledo, which was requested on account of the Chinese smuggling rumors. Since submitting the request for the four additional inspectors, another movement of Chinese from Detroit has been reported, and on the 12th instant the Inspector in Charge at that port reported that according to his informant, the Chinese were taken to Toledo and he believed kept there over night and sent by train to Chicago the following morning. This statement, however, is not borne out, inasmuch as on the 14th he writes that the Chinese were taken from London, Ont., to Windsor, on the night of May 9th and there disappeared. Inasmuch as eight Chinese were apprehended at Buffalo Saturday night last, it is only probable that the smugglers gave out the Toledo story in order to attract attention to that point, and then attempted to work the Chinamen the other way.

(Signed) J. A. Fluckey.

L Inspector in Charge.

OFFICIAL COPY to Immigrant Inspector George K. Apple, Toledo, Ohio.

J. A. Fluckey
Inspector in Charge.

May 26 Toledo

53703/1. May 25, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

In view of the facts set forth in your letter of May 20th, No. 1542/1, as to the small amount of work on hand in the Cincinnati office and the necessity for additional help t emporarily in Toledo, in connection with Chinese smuggling, you are hereby authorized to transfer Inspector Thomas Thomas from Cincinnati to Toledo, effective immediately, the date that he arrives at Toledo to be communicated to the Bureau for completion of its records.

This transfer will remain in force until further orders and arrangements should be made in the interim to have the matters now attended to in the Cincinnati office forwarded to Cleveland or Pittsburgh for attention, You already have authority for the traveling and other expenses involved in this change of stations.

(Signed) F. H. Larned.

Acting Commissioner-General.

ROD/JLD

OFFICIAL COPY respectfully furnished to Richard H. Taylor, Immigrant Inspector, Castle Inn, Buffalo, N. Y., for his information.

F H Larned

ROD/JLD Acting Commissioner-General.

IN ANSWERING REFER TO
No. 1880/13.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 1

May 30, 1914.

Commissioner-General of Immigration,
Washington, D. C.

I beg to transmit herewith Toledo office letter of May 29th, with inclosed record of statement of a Chinaman named Jung Hoy, and Chicago letter of May 28th with inclosed communication concerning Chinese smuggling.

This Chinaman was taken from a Lake Shore train at 12:50 A.M., May 28th, by Inspector Apple, it appearing that he had boarded the train at Brush Street Station, Detroit, late on the afternoon of the 27th. The Toledo office did not communicate with me immediately, and when Inspector Miller called by phone late on the afternoon of the 28th, he was instructed to hold the Chinaman for examination through an interpreter. As our Chinese interpreter was engaged with Inspector Thomas on a case in Kentucky, and as the Chicago interpreter was then in Detroit, Inspector Miller was told to get into communication with the Inspector in Charge at Detroit and make an urgent request to have the interpreter sent to Toledo by first train. It seems, however, that the request was disregarded and that Interpreter Kan returned to Chicago on the evening of the 28th. Our interpreter reached Toledo late yesterday and the Chinaman was examined as per inclosed record.

According to the information Inspector Miller gave me over the

telephone, this Chinaman can speak a little English and he informed the inspector that he was born in the United States and was enroute from Detroit to Chicago. The long wait pending the arrival of the interpreter, however, has apparently given him the opportunity to think over the instructions he has received from some source, and he is now sitting tight awaiting his lawyer to represent him. It seems that this Chinaman was given due opportunity by the inspectors to advance whatever proof he may have of his right to be in the country and, that his failure to do so should be taken as evidence of recent surreptitious entry. If the Bureau concurs in this view, I beg to request that a telegraphic warrant be sent to the Toledo office at the earliest possible moment, or, if not, to wire the Toledo office instructions to release the Chinaman.

(Signed) J. A. Fluckey.

Incls. No. 22940. Inspector in Charge.

L

OFFICIAL COPY to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N. Y.

J. A. Fluckey
Inspector in Charge.

Buffalo, N.Y., May 14, 1914.

Inspector in Charge,
U. S. Immigration Service,
Cleveland, Ohio.

In connection with Chinese smuggling operations you are advised that the firm of QUONG HA YUEN & COMPANY, formerly located at 445 Third Avenue, Pittsburg, Pennsylvania, has moved to Cleveland, Ohio. YE DEAN, or more commonly known as CHARLEY DEAN, has been for a number of years manager and principal owner of this firm. As Dean served a sentence of four years in Boston some time since for smuggling, his actions in Cleveland should be closely observed.

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT.

IN ANSWERING REFER TO
No. 1542/1a

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 4, 1914.

Richard H. Taylor,
Immigrant Inspector,
c/o Castle Inn,
Buffalo, N. Y.

Adverting to your letter of May 14th, I beg to state that the firm of Quong Ma Yuen & Company, with which Ye Dean, alias Charley Dean, is manager, is located at No. 1277 Ontario Street, this city, having been here about four months. There is a small stock of the usual Chinese wares on hand, and the large storeroom is fitted up with the usual number of sleeping stalls and with kitchen outfit.

From occasional chats with Ye Dean, he is apparently very anxious to curry favor with our force and has even gone so far as to say that if we would employ him he would "turn in" a lot of Chinese. There is some half dozen Chinese stores in a rown on Ontario Street which constitute the local Chinatown. Next door to Ye Dean's place is the Wing Wo Chong Company which is suspected as being headquarters of the Chan family gang, which is particularly active at this time, not only in smuggling in "natives" but securing the admission of students and minor sons.

J. W. Bluckey
Inspector in Charge.

L

No. 209-6 Buffalo, N.Y., June 11, 1914.

Inspector in Charge,
U. S. Immigration Service,
Cleveland, Ohio.

Confidential arrangements have been made through which advanced information will be received as to the address to which contraband Chinese are destined from points along the Canadian border. By following up this information not only the contraband Chinese, but the smugglers who have them in charge should be apprehended at the time said Chinese are delivered. With this in view, immediately upon receipt of information giving the address to which contraband Chinese are to be delivered, you will immediately arrange to have such premises kept under constant secret surveillance and make proper arrangements for the apprehension of the persons sought. In cases where your officers are too well known to do the work without creating suspicion, or are not available for other reasons, you will employ a suitable person at a reasonable compensation to perform this work, advising me promptly in each instance.

Please acknowledge.

(Signed) Richard H. Taylor,

RHT-IT. Immigrant Inspector.

IN ANSWERING REFER TO
No. 1241/1

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 12, 1914.

Harry H. Sissom,
Chinese Inspector in Charge,
17 State St., New York City.

Yesterday evening there passed through Cleveland on their way to Sam Kee, 36 Mott Street, New York City, two Chinese, whose certificates were examined by Clerk William Kramer. They were on Nickel Plate train No. 8 which passed through Cleveland at 9:41 p.m.
Description: Low Ah Hey, age 36, height 5'6 1/2", Portland, Ore. 247 Main St. Salesman and Chai Trik, age 36, height 5'6 1/2", Portland, Ore. Salesman.

Copy to Insp. Taylor,
WK.

Acting Inspector in Charge.

IN ANSWERING REFER TO
No. 1542/1

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 12, 1914.

Richard H. Taylor,
Immigrant Inspector,
Castle Inn,
Buffalo, N.Y.

This will acknowledge the receipt of your letter No. 309/6, dated June 11th, concerning arrangements which have been made to keep under surveillance the places to which contraband Chinese are destined from ports along the Canadian border.

Under the present circumstances I do not see how the two inspectors assigned to general duty in this district can be expected to do this work, and the only alternative will be the employment of a suitable person as you suggest. In this connection, will you be kind enough to advise what is considered a reasonable compensation, and whether, in your opinion, one man should be expected to keep the required surveillance alone for a period probably extending over several days, or whether two should not be employed, the one to relieve the other on shifts of reasonable length.

J. B. Blackey
Inspector in Charge.

K

Buffalo, N.Y., June 13, 1914.

No. 809/6

Inspector in Charge,
U. S. Immigration Service,
Cleveland, Ohio.

Replying to your No. 1542/1, dated June 12, 1914, beg to suggest that it would appear that in cases where it would be impossible for you to detail two inspectors to cover premises to which you have positive information contraband Chinese are destined, you might employ one person at a reasonable compensation to alternate with one of your inspectors in the performance of this work; $4 per day would be ample compensation for such work.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IY.

IN ANSWERING REFER TO
No. 1898/18

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Jun 14

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 13, 1914.

Commissioner-General of Immigration,
Washington, D.C.

Referring to Department warrant No. 53776/35, I beg to transmit herewith letter of the Toledo office dated June 6th, with which is enclosed bond for the alien Jung Hay, and communication from Attorneys Mulholland and Hartman, the latter requesting a continuance of the case for a period of 60 days to enable them to produce proof of birth in the United States.

I am also enclosing record of hearing, as far as it has progressed, and exhibits from alien's clothing which are referred to in the record.

I wish to call the Bureau's attention to the refusal and inability of the alien to give a satisfactory account of himself or to submit anything to the Inspectors tending to show American birth. The attorneys state:

> "Jung Hay claims to have been born in the city of San Francisco, Cal., and has given us information as to how proof can be obtained made of this fact".

If the alien is able to give his attorneys the information which they state, there is no reason why he could not have so informed the examining officers. I am opposed to a lengthy delay of this kind and am submitting the record with the request that the Bureau advise whether or not it would be proper to set an adjourned hearing for some date within the immediate future (say June 25th) and notify the parties

to be present at that time and produce their proofs.

No doubt this same line of reasoning has been made by attorneys in Chinese warrant cases previously and the advice of the Bureau is sought in order that we may clear ground any difficulty which would give the alien plausible ground for tying the case up under habeas corpus proceeding. This case, of course, is in exact line with those of Ah Sung et al. Bureau file No. 52534/31.

(Signed) J. A. Fluckey.

Enclosure No. 9998. Inspector in Charge.

K

Official copy respectfully referred to Inspector Richard S. Taylor, Castle Inn, Buffalo, N.Y. for his information.

J. A. Fluckey

Inspector in Charge.

IN ANSWERING REFER TO
No. 1548/1

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 13.

June 13, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
The Castle-Inn, Buffalo, N.Y.

The United States Attorney at Covington, Ky., has requested that Inspector Thomas Thomas be detailed there to assist him in the preparation of the case of habeas corpus proceedings instituted by Woo Hon, alias Woo Jan, against Thomas, in proceedings under Department warrant. The hearing is set of June 22nd, but the U.S. Attorney requests that Inspector Thomas be sent there about June 17th. The case is one in which the Bureau is deeply interested as will be noted by copy of Bureau letter inclosed (53560/158 - June 3rd), and while it ought not require the time specified by the U.S.Attorney to prepare the case, it is true that that official has had no previous experience in habeas corpus cases of the kind and but slightly in Chinese deportation cases; so that it might be well to comply with his request. It is not thought that his needs would occupy all of Inspector Thomas' time, but that the latter could attend to several cases which have come up at Cincinnati in his absence. Inspector Thomas is, of course, familiar with all the details of the Woo Hon case, as well as with the law and line of court decisions applicable.

From attached copy of Inspector Apple's letter of the 12th, you will note that there is apparently little or no Chinese travel via Toledo, just now, and it is thought that the special vigil there for the time has had a good effect. I wish to know, therefore, if you will agree to

the sending of Inspector Thomas to Cincinnati for the above outlined purpose on the night of June 16th with the understanding that he will return to Toledo not later than the 23rd instant for the purpose of continuing the train and car inspection for such further period as you deem fit, or until the Department may decide whether or not to station an additional officer at Toledo permanently.

As I shall have to make special arrangements covering details of various Inspectors for the bulk of next week, I should like to have your reply by Monday morning.

I might add that Inspector Faulkner is engaged as a Commissioner of Concilliation under the personal direction of the Secretary, and has been so engaged practically all of the time since the middle of April.

J. W. Blackey
Inspector in Charge.

Copy to Commissioner-General, inviting attention to file 53560/158.

Inspector in Charge.

IN ANSWERING REFER TO
No.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Office of Immigrant Inspector,
Toledo, Ohio,

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

No. 646.

June 12, 1914.

Inspector in Charge,
Cleveland, Ohio,

I beg to transmit herewith copy of letter received to-day from Inspector Richard H. Tayler, and of my reply thereto.

Next Monday will be four weeks since Inspector Miller came to Toledo, and you are aware of what results have been accomplished in the meantime, and the fact that so few Chinese are traveling this way indicates that they are giving this city a wide berth. The conductors of trains and trolleys claim that they hardly ever see a Chinaman, and it is hardly likely that a continuation of our present close inspection of trains will be any more productive in the future than it has been in the past. These four weeks are no doubt characteristic and show that Chinese travel in this vicinity is very light.

Inspector Thomas would like to know if there is any more definite information as to how long he is to remain here. He is paying room rent in Cincinnati and here and is not in a detail, and if it is likely that he is to remain here any length of time he would like to be advised so that he can make a change in his affairs in Cincinnati in order to reduce expenses.

(Signed) George K. Apple,

Immigrant Inspector.

No. 309/6. Buffalo, N.Y. June 14, 1914.

Inspector in Charge,
U. S. Immigration Service,
Cleveland, Ohio.

Replying to your letter No. 1542/1, dated June 13, 1914, regarding the request from the U. S. Attorney at Covington, Kentucky, for Inspector Thomas, you are advised that your failure to inclose Bureau letter No. 52560/158, dated June 31, 1914, as stated, makes it impossible for me to determine the Bureau's wishes in the premises, but, in view of the statement contained in your letter, the question of detailing Inspector Thomas is left to your discretion. If, during Inspector Thomas' absence from Toledo, it becomes necessary you should send an officer to Toledo to assist Inspector Apple. It is my understanding that the detail of Inspector Thomas of Toledo will continue until such time as smuggling operations through that city are broken up. The fact, as stated in Inspector Apple's letter of the 12th instant, that there is apparently little or no Chinese travelling through Toledo just now will not effect this detail. The Toledo office will be expected to back up the Detroit and District as long as Chinese are being smuggled from the latter section it will be necessary to have the Toledo end thoroughly covered.

(Signed) Richard H. Taylor.

RHT-IT. Immigrant Inspector.

No. 309/6 Buffalo, N.Y., June 15, 1914.

Inspector in Charge,
U. S. Immigration Service,
Cleveland, Ohio.

Replying to your No. 1542/1, dated June 12, 1914, beg to suggest that in cases where it would be impossible for you to detail two inspectors to cover premises to which you have positive information contraband Chinese are destined, you might employ one person at a reasonable compensation to alternate with one of your inspectors in the performance of this work; $4 per day would be ample compensation for such service. In all cases where you employ additional help you must be in a position to explain to the satisfaction of the Bureau why your officers were unable to do the work without additional assistance.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

IN ANSWERING REFER TO
No.----------

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 15, 1914.

June 16
H. 3rd Ist.

Mr. Richard H. Taylor,
Immigrant Inspector,
The Castle-Inn, Buffalo, N.Y.

I am inclosing herewith the copy of Bureau letter of June 3rd, No. 58560/158, which I regret to say was omitted from the inclosure with with my communication of the 13th was sent.

I beg to advise,also, that Inspector Thomas has been transferred and not detailed to Toledo, which,of course, makes the latter his official station. The Bureau letter, making the transfer, however, refers to the "necessity for additional help temporarily in Toledo in connection with Chinese smuggling."

I feel sure that the Toledo office has made every effort to comply with its instructions and has followed up every tip received from the Detroit office as regards Chinese smuggling, regardless of the fact that not a single one of such tips has proven to be correct. This statement is not made in the spirit of complaint, but to show that the men at Toledo are working against odds and under discouraging conditions; and also that the transportation facilities in and out of Toledo are so vast as to make it absolutely impossible for two men to begin th cover the situation.

The capture of one Chinaman at Toledo who held ticket purchased at the Brush Street station at Detroit indicates that the night trains from

Detroit are not being inspected before leaving that city and its environs. There are three of these trains reach Toledo within a few minutes of each other between 12 and 1:00 A.M., carrying sleepers for Columbus, Cincinnati, Indianapolis and possibly other points. In the short stop at Toledo these sleepers can not be searched without inconvenience and indignity toward the general traveling public and I wish to urge that some arrangement may be made whereby the carrying of Chinese out of Detroit in these cars for interior points may be prevented. If the trains leave Detroit without Chinese aboard and if Monroe and the smaller towns between are being watched by local police as I understand them to be, then there would not be need for inspectors to make these trains at Toledo. Further, it will be necessary to vary the inspections at Toledo so that the Inspectors may board the trains and cars at different points, since the steam trains make one or two stops in Toledo before reaching the Union Station--short stops only for the dropping a few passengers--and the trolley cars come in over a local track with innumerable stops within the city limits.

I shall await your further advices before taking any action on Inspector Thomas' detail to Cincinnati.

J. C. Blackey
Inspector in Charge.

Western Union Telegraph Co.

Buffalo, N.Y., June 16, 1914

Immigration,
Cleveland, Ohio.

Have no objections your detailing Thomas to Covington as requested. Use your own discretion.

PAYSON.

Attest:

Immigrant Inspector.

1914. 7401-C.

IN ANSWERING REFER TO
No. 1542/1--

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

June 12, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

As instructed in your letter No. 1542/1, dated June 1, 1914, relieving me of my detail at Toledo and directing me to proceed to various points between Toledo and Cleveland with the view of ascertaining all information pertaining to the smuggling of Chinese generally, I beg leave to report that I have carried out your instructions and submit the following report:

I left Toledo at 3:30 p.m. for Port Clinton. On my arrival I called upon Mr. Metry, the U. S. Customs officer who for number of years has held that position, who stated that he has full control over the docks and all boats, large or small, entering that port, and they must report to him. During his more than twelve years of service at that port he had never discovered any smugglers at any time and there never was a Chinaman in Port Clinton to his knowledge. There are no policemen in this village but the citizens of the town are protected by what is known as day and night marshals clothed with police powers. Eugene Minnier is on duty during the day and Charles Shears protects the town during the night. I arranged with these two officers to assist Mr. Metry, the Customs officer, in arresting any smuggled alleged or suspicious persons entering or leaving Port Clinton who had Chinamen in charge, and to detain them and notify the Cleveland office, when an officer would be sent there for the purpose of investigating the case of these suspicious persons whom they might detain.

You card was given these officers with number of office, phones &c. I would consider Port Clinton a very available place for the landing of Chinese by smugglers if they wish to do so, regardless of the vigilance of the officers to the contrary. In addition to this arrangement made with the officials at Port Clinton, I made the acquaintance of William Trimmer, conductor on the Northwestern Ohio Railway running between Marble Head and Toledo, that should any white or colored person board his car who was steering Chinamen to Toledo or elsewhere, to telephone to the first town ahead and have the policeman arrest the entire party (steerers and Chinamen), the officer making the arrest to communicate with the Cleveland office at once. I then gave Conductor Trimmer a number of your cards for the purpose of him to give them to the other conductors on this line, and requested that they comply with the same instructions as I had given him. I believe if there be any smugglers accompanying Chinamen on this line the Cleveland office will be notified to that effect.

On the morning of the 3rd, I left for Marble Head. There is no U.S. Customs officer here, hence I took the matter up with the town marshal, Mr. Norman Graves, who is also the constable of Danbury Township. I also called on Capt. E. L. Griesser and his crew of the U. S. Life Saving Station, explained in detail the possibility of the smuggling opportunity operations about to be taken along the Lake ports. The Captain after being informed that I had arranged with the Town Marshal and also the ticket agent G. A. West, of this place, he gave me the assurance that the parties mentioned would co-operate with each other as much as possible for the arrest and conviction, if possible, of the smugglers if caught bringing Chinamen into this country illegally. I was favorably impressed to see the interest Capt. Griesser displayed in this matter. I am satisfied that the gentlemen whose names I have mentioned will be on the outlook at Marble Head and will report all violations of law that come to their notice. I gave each pf them your card with instructions what to do and inform you at once.

I left for Bay Point and Sandusky, Arriving at Sandusky I called at the U.S. Custom Office and met Mr. C. P. Caldwell, Deputy in Charge and Assistant Deputy Roy M. Downing. Mr. Caldwell informed me that he did not believe that any Chinamen had been brought to Sandusky in the past, but that did not preclude the possibility of it being done if smugglers wish to engage in the business. Mr. Caldwell informed me there were mmk more than 500 boats of all kinds come under the jurisdiction of the Sandusky office and it would be an impossibility to devote any of their time to the prevention of Chinese smuggling and keep up their regular work with only two men. Mr. Caldwell states that his partner Mr. Downing pays very strict attention to any person who arrives on a small Canadian boat which arrives three days per week from Amherstburg and Peele Island, Canada. I informed Mr. Caldwell that it was my intention to call on the Chief of Police and ask for their co-operation in connection with his office. I did call at Police Headquarters and found the Chief was absent from the city, but Lieut. John Hevert was acting. I found him to be a very nice man. I laid the facts before him and Mr. Hevert promised to take the whole matter up with the Chief on his return to the city. Mr. Hevert said there was no question as to the position of the Sandusky police on the smuggling business as they were on duty all night and should they discover anything they will call up the Cleveland office as requested by me, or the address on Mr. Fluckeys card which I gave each of them.

I did not go to Danbury for the reason taht Mr. Caldwell informed me that in his opinion there were no persons with whom I could enlist in this matter as the men there were not interested in anything, and it was a very small place and as there were many other places that could be used to an advantage, which were nearer the Interurban line and railroads, I did not consider Danbury of sufficient importance to visit this place.

I left for Huron arriving there in the evening. I tried to locate T.M.Clock but could not find him. The morning of the 4th I went to a small printing office run by Mr. Clock, who serves in the capacity as U. S. Customs officer. I explained to him the object of my visit and asked for his co-operation which he freely said he would give. I agree with Mr. Clock that there are places with better

facilities for landing along the Beach that Huron, better adapted for sheltering Chinese until they could be placed on trains for their final destination. I also got in touch with the City Marshal, Benjamin Ackerman at Huron, who seems to be a very nice man, and as his duties require him to patrol the little village the greater part of the night, he also has promised to pay particular attention to any persons who might show any suspicion by their actions.

After perfecting my arrangement with Mr. Glock and the Marshal at Huron, I left for Vermillion. It will be remembered that the former U.S. Custom officer, Mr. Bernhardt, was released from Duty December, 1913, the office being abolished. It was my intention to arrange with the City Marshal to keep a lookout. I called at his house but found no one present. On further inquiry I learned that Mr. Mal Gross [redacted] and his family had left for New York more than one week ago, and Mr. George Krapp was acting Marshal. I called at the home of Mr. Krapp and was informed by Mrs. Krapp that her husband was out in the country and would not return until evening. I then looked up J.P.Hall, Commodore of the Vermillion Boat Club; and informed him as to the possible actions of these smugglers coming that way. THE Commodore is a good citizen and a man who is respected in Vermillion, and can get the assistance of the entire boat club to run down any suspicious craft that may enter Vermillion port.

It does not appear to me that there will be any effort on the part of smugglers to land Chinamen at thoseports and carry them to their destination. As there is not one Chinaman in Port Clinton, Marble Head, Danbury, Sandusky, Huron or Vermillion, I am inclined to the belief that the smugglers will not attempt to cross Lake Erie at such a distance, and risk, without proper facilities for hiding the Chinamen until they have opportunity to send them by train to destination, and without confederates on this side to assist them; when they can cross the Detroit River with comparative ease.

Cameron Miller
Immigrant Inspector.

Cleveland, Ohio, June 19, 1914.

Official copy respectfully referred to Commissioner-General of Immigration, inviting attention to File No. 53788/1, and to Immigrant Inspector Richard H. Tayler, Castle Inn, Buffalo, N.Y.

J. W. Buckley
Inspector in Charge.

May 29.

#2

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 28, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 27.

Went on duty 8:30 A.M. Continued interviewing conductors of trolley cars leaving city, as mentioned in my report of yesterday; also arranging with ticket agent at T&OC station on East Side to detain all Chinamen leaving on those trains and notify Inspector Apple, which he agreed to do. Went off duty at 10 P.M.

Inspector Apple, being on the night detail inspecting trains arriving and departing during the night and early morning, took a Chinaman off the 12:50 train this morning. His ticket read from Detroit to Chicago over the LS&MS, and he had no papers but claimed he was born in San Francisco. His English was very poor and his replies ~~xx~~ unsatisfactory, so he was detained at police headquarters. He furnished an address of 1136 West Chicago Avenue, Chicago and claimed he had been working there as a laundryman for over a year. A telegraphic inquiry to our Chicago office elicited the following reply:

> "Do not know Chung Hoy Detroit reported smuggled Chinese destined to eleven thirty six Chicago Ave. two months ago letter follows."

The Cleveland interpreter was not in that city and we have been trying to get the Chicago interpreter from the Detroit office, and expect him to be here tomorrow, when we will thoroughly examine the detained Chinaman. Our future course will be guided by the results of such examination,

Cameron Miller
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 1030 June 3, 1914.

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

Referring to the case of Jung Hoy, the Chinaman taken off LS&MS train at Toledo at 12:50 A.M., May 28th, I beg to report that at his preliminary examination May 29th he gave no information, refusing to talk until he had an attorney.

His ticket, reading from Detroit to Chicago, LS&MS, No. 178 (Form A 272 E) is stamped on the back "Brush St. Depot, Detroit, May 27, 1914. W.R.?air Agent, the letter in agent's name represented by ? having been punched through. He stated that he had bought it himself in the Brush St. Depot, paying $5.50 therefor, with his own money. Please ascertain who sold this ticket and if the seller recalls the buyer as a Chinaman.

Regarding your instructions to have him photographed and to send you copy for purpose of finding out if he had been seen in Windsor, Inspector in Charge Fluckey stated that the Department prohibits the photographig of Chinese on Departmental warrants. Attorney Frank L. Mulholland was retained to represent him, but he could not give the matter attention yesterday and left the case in the hands of an assistant. He was given until Friday to submit a brief, and he advised his client to refuse to say anything, with the result that the hearing consisted mainly of "I dont remember".

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

Inspector in Charge,
Detroit, Michigan,
June 6, 1914.

No. 2843/103.
CW.

George K. Apple,
Immigrant Inspector,
Toledo, Ohio.

I have at hand your letter, No. 1030, dated June 3,1914, in reference to the case of Jung Hoy, a Chinaman taken of L. S. and M. S. train at Toledo at 12:30 A.M., May 28.

In reference to this Chinese, we have information which shows that he was smuggled across the Detroit river on the night of May 27 by Remy Ouellette and Henry Latour, and that he was destined to Chicago, Illinois, 1119 Twenty second street.

While we are not in a position to furnish you evidence in the way by which the smugglers could be prosecuted, yet, -------? O'Donnell, who is my informant, is willing to identify the Chinaman as one who was seen at Windsor, Ontario, and if you will furnish me with photograph of said Chinese, this party will furnish the identification.

I might state that while the Department does not desire Chinese photograph, yet, in an emergency case like this, they have always approved our action, and I believe that in your case they would also approve your action, if you had him photographed. Of course, this is a matter which must be taken up with your Inspector in Charge.

(Sgd) G. Oliver Frick.
Inspector in Charge.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Copy furnished for your information and file.

G Olson Frick

Inspector in Charge.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 9
No answ

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 May 18, 1914.

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

I beg to advise that Inspector Cameron Miller, of the Cleveland office, has been detailed to Toledo to assist me in handling the Chinese situation here.

He has just arrived and located at Hotel Toledo, where he can be reached on Bell telephone Main 1881, or Home phone 2789, at any time.

Any information that you may have concerning smuggling of Chinese through this port will receive our immediate attention.

(Signed) George K. Apple
Immigrant Inspector.

(Copies to Inspector in Charge, Cleveland, Ohio, and Inspector Richard H. Taylor, Castle Inn, Buffalo, New York.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 May 20, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, New York.

Complying with instructions contained in your letter of the 14th instant, to the Inspector in Charge, Cleveland, Ohio, directing that a memorandum report be submitted by me each day while on detail at Toledo, I beg to report as follows:

May 19. Reported for duty, 8 A.M.

9 A.M. Inspector Apple received telephone call from Inspector in Charge Frick to the effect that he had just learned that four Chinese had crossed the river from Windsor the night before and were supposed to have proceeded to Toledo, using automobiles, and that although it was then too late to stop them, Mr. Frick thought they might be located somewhere in this city. Feeling the necessity for sufficient force to guard all exits at the various Chinese resorts where there was a possibility of their being in hiding, we secured the assistance of two plain-clothes men and searched all suspicious places where it was possible they might be found; without any results.

In addition to the foregoing, I also interviewed night ticket agents Perkins and Wood, at the Union Station, and arranged with them to notify myself or Inspector Apple (giving both our residence, hotel and office telephone numbers) if white men should buy railroad tickets for more than one person, and to note destinations of such tickets, description of buyers, etc. I also arranged with station master, depot police, etc. to be constantly on lookout for

Chinese and they have agreed to detain any seemingly would-be smugglers who are seen conducting Chinese to trains.

I also inspected ~~in~~ train for Chicago leaving at 11:15 PM, train for New York at 11:30 PM, and two trains for Cincinnati leaving at 12:20 and 12:50 AM.

My reason for not reporting yesterday morning my official duties of the day before was the necessity for taking prompt action on the telephonic advice from Detroit noted above. On the afternoon of the 18th I went over the situation in detail with Inspector Apple, and inspected various interurban cars and railroad trains until 12 M., besides familiarizing myself with the location of Chinese ~~xxx~~ stores, laundries and resorts.

Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

IN ANSWERING REFER TO
No. 1542/1.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

309.6

OFFICE OF INSPECTOR IN CHARGE
CLEVELAND, OHIO

May 21, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, Ohio.

I am in receipt of your letter of May 20th, No. 646, and note the information contained therein as to your work and Inspector Miller's of the Chinese smuggling situation; also copy of Inspector Miller's report of the 20th to Inspector Taylor at Buffalo. You and Inspector Miller will please use your best judgment in connection with that line of work at Toledo and keep Inspector Taylor thoroughly informed of all your movements and of all information you may be able to get.

The work here is piled up and with Miller and Faulkner gone, and Francis in the field, I am left to handle all the inside and outside work at Cleveland. In addition to this, I have been fighting off a case of tonsilitis during the past week and much of the time have been able to speak only slightly above a whisper. I am sticking to the job, however, and endeavoring to get the work done here in some sort of fashion. I can not give much personal attention to the Toledo situation with the circumstances as they are.

(Signed) J. A. Fluckey.

L

Inspector in Charge.

OFFICIAL COPY to Immigrant Inspector Richard H. Taylor, Buffalo

J. A. Fluckey
Inspector in Charge

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

309-1

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 21, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

Report of Daily Employment.

Went on duty at 8 A.M. The day was devoted to inspection of trolley cars and railroad trains entering and leaving the city, by Inspector Apple and myself, until the last train at midnight, with no results.

I went off duty at 10:00 P.M.

Cameron Miller
Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

309-11

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 22, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 21.

Went on duty at 7:00 A.M. The early morning was devoted to inspection of trolley cars and railroad trains, searching for Chinamen. Returned to office 10:00 AM, to learn if anything important in mail. We then left on interurban car for Sylvania, a station on the Lake Shore railroad 12 miles West of Toledo, whereto a very smooth road leading from Monroe, Michigan, would afford the smugglers an excellent opportunity to bring Chinese in automobiles and place them on passenger trains going West. The station agent said he had not noticed any in the past, not being on the lookout for Chinese or smugglers; but promised to keep on the alert in the future and promptly report any such movements from his station, of the number of Chinese and white persons suspected of being in their company, destination to which tickets bought, etc.

Between Toledo and Sylvania are two excellent automobile roads from Detroit which would enable smugglers to load Chinese on different trains out of Toledo wuthout running the risk of entering the city; or, going around the city to the South, take trolleys or railroad trains in any direction. Learning of the availability of these roads for making such connections, we visited Sylvania for the purpose of closing <u>that</u> avenue for smuggling.

Arriving back at the city 2 PM, I called up the hotel to find out if there were any telephone calls, and was answered in the negative. We then shadowed a

resort known to be frequented by Chinamen, thoroughly searched the place, with no results.

Inspector Apple and myself then continued our inspection of incoming and departing trains and trolleys, until the last train (12:50AM) by the former officer, while I went off duty at 10 PM.

In this connection, we wish it to be understood that it is a physical impossibility for one, two, or even five, men to meet all incoming and outgoing trains and trolleys at the various stations during the 24 hours. In the absence of positive instructions and working only on rumors, we are doing that which, in our judgment, we believe to be to the best interests of the service and where we are most likely to meet with success, should said rumors prove correct.

In copy of Inspector in Charge Frick's letter of yesterday to the Chicago office he states that he was unable to connect with this office up to 1 PM. The office was open until 10 AM and again at 2 PM, and shortly thereafter the long-distance operator called and said that Detroit had been calling me. I replied that I was ready to talk, but was told that Mr. Frick did not wish to do so. We regret that Mr. Frick failed to connect with us when he wished to do so, but we are devoting as much time as possible to the detection and apprehension of Chinese being smuggled into Toledo, according to the reports received, at the same time, as far as possible, trying to keep in touch with the hotel, in anticipation of long-distance calls. Any instructions or suggestions that you might offer in connection with the situation will be gladly received and followed.

It is noted from copy of Mr. Frick's letter of yesterday to the Chicago office that he is now of the opinion, based on report of the special agent of the G.T.R. system at Detroit, that the smuggling operations are now being conducted by freight cars to interior points instead of automobiles to Toledo as a distributing point.

I inadvertently failed to mention in my report of the 21st instant that it covered the activities of the day before; but you doubtless so understood.

Cameron Mills
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

May 24 filed Toledo

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 23, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 22.

Went on duty at 6 A.M. Inspected trolley cars and railroad trains, until 12:15 A.M., May 23rd.

Inspector Apple arranged with various railroad police to cooperate in the detection and apprehension of Chinese and smugglers.

At 11:30 P.M. Inspector in Charge Frick notified Inspector Apple that four Chinamen would leave Detroit on a freight train at about 4 A.M. today and that they would be unloaded at the Wagon Works station, Toledo. After receiving this information, it was learned by inquiring of railroad officials that the train did not enter the city proper, but that at "Tower K", a point about two miles North of any point reachable by street car, the train switched over to the North Toledo yards and that it would be necessary to inspect it there. We therefore went on duty at 5 23 A.M. and walked to that point. The train reached there at 7:20, and we thoroughly inspected the 85 cars comprising it, with the assistance of the trainmen, and discovered seven hoboes, but no Chinamen or white smugglers.

On returning to the office, we telephoned Inspector in Charge Frick, informing him of the above results, and he stated thatthey were coming on a Grand Trunk train to the Lang yards of the Shore Line, instead of the Wagon Works, and that Inspector McCabe, of the Detroit office, had come to Toledo

on that train. Realizing the necessity of rendering him immediate assistance, as if he had any Chinese and smugglers under arrest, and those yards are over two miles beyond any city street car line, he would need help and conveyance, we, immediately secured an automobile and hastened to that point. On reaching there one of the railroad detectives informed us that Mr. McCabe had arrived on that train and that he (Mr. McCabe) with the assistance of railroad officials had made a thorough search of all the cars of that train, without finding any Chinese or white smugglers. We then returned to the office, where we found that Mr. McCabe had called, and we located him and conferred with him at length on the Chinese smuggling operations from Detroit.

Our inspection of trains during the balance of the day will be covered in tomorrow's report.

Cameron Miller
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

May 25

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 24, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 23.

Referring to last paragraph of my letter of yesterday, reporting activities of the 22nd instant and those of part of yesterday, I beg to report that inspection of trains and trolley cars were continued by Inspector Apple and myself until 12:50 A.M., today.

I went off duty at 8 P.M.

Cameron D. Miller
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 26

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 25, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, New York.

REPORT OF DAILY EMPLOYMENT, May 24.

Went on duty at 12:10 P.M. Inspected trolley and steam trains until 1:00 A.M., 25th instant. Inspector Apple inspected early morning trolley trains at Ohio Electric Station, also other electric trains in the afternoon. No results.

About Noon, Inspector in Charge Frick telephoned Inspector Apple advising that he had learned that four Chinese had crossed at Detroit the night before, bound for Chicago; that that was all he had been able to learn.

Cameron Miller
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 27

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 26, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 25.

I went on duty at 9 A.M. Mt activities consisted of inspection of interurban cars and interviewing conductors of the different lines departing from this city and arranging with them to pay particular attention to all Chinamen on their cars and find out whether or not they can speak any English, where they came from, their destination--street and number; also to be careful to find out whether accompanied by any white person, and if any Chinaman does not answer such questions satisfactorily, to report the matter to first police officer on his run and present Inspector Apple's card (which I furnished each conductor I interviewed) and have such officer hold the Chinaman and white smuggler until an officer from this office can investigate the detained person or persons.

I went off duty at 11:30 P.M., the early morning and late night trains up to 12:50 A.M., May 26th, being covered by Inspector Apple.

Cameron D. Miller
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 27, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 26.

Went on duty at 5:45 A.M. Inspected early morning cars leaving city and during the day conferring with various trolley and railroad conductors and completing arrangements to be notified in the event of Chinese and white smugglers entering or leaving Toledo.

Inspected night trains up to 12:50 A.M., May 27th, going off duty at 1:00 A.M., May 27th.

About 11:00 P.M. Inspector Apple received telephone call from Inspector James McCabe, of the Detroit office, to the effect that it had been learned that two Chinese would cross the river last night, destined for New York. Our efforts to detect these Chinese in this vicinity have thus far met with no results.

During the above-noted telephone conversation with Inspector McCabe, he also stated that four Chinamen and a white smuggler had arrived in Chicago, of which party two Chinese were arrested by Inspectors of the Chicago office and the balance escaped. This evidently was the party that was supposed to be coming to Toledo last Saturday morning as referred to in my report of the 23rd instant.

Cameron P. Miller
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 30

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 29, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 28.

Went on duty 7:30 A.M. Inspected trains and trolley cars until 12:50 A.M., May 29th, when went off duty.

Cameron Miller
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

May 30, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 29, 1914.

Went on duty 9 A.M. Inspected trolley cars. Examined Chung (or Jung) Hoy for information as to his entry into the U.S. Went off duty at 10 P.M. Inspection of night trains was made by Inspector Apple until 2 A.M., May 30.

Cameron Millis
Immigrant Inspector,

(Copy to Inspector in Charge,
Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No.646

May 31, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 30.

Went on duty 7:30 A.M. Inspected trolley cars and trains until 1:30 A.M., May 31st, when went off duty.

Cameron Miller
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 1, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, May 31, 1914.

On duty 8 A.M. Usual inspection of trolley cars. Off duty 6 P.M. Incoming night trains examined by Inspector Apple until 1:10 A.M., June 1st.

Cameron Miller
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 June 3 ✓ June 2, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

REPORT OF DAILY EMPLOYMENT, June 1, 1914.

Went on duty 8:30 A.M. Assisted Inspector Apple on immigration matters of detained aliens, part of day. Made investigation in Chinese smuggling business suggested by Detroit office, copy of report of which was sent you yesterday.

Inspected night trains until 2:30 A.M., June 2nd, when went off duty.

JUNE 2, 1914: On duty 9:00 A.M. Conducted hearing in Jung Hoy case. Am leaving at 3:30 P.M. for Port Clinton, Ohio, and stopping at other places enroute back to O.S., by order of Inspector in Charge Fluckey, having been relieved of duty here by the arrival of Inspector Thomas Thomas, of the Cincinnati office.

Cameron Miller
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 June 3, 1914.

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

You are advised that Inspector Thomas Thomas has located at 1935 Vermont Avenue, where he can be reached on Bell telephone Main 4029.

(Signed) George K. Apple
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, Ohio, and Inspector Richard H. Taylor, Castle Inn, Buffalo, New York.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 June 3 ✓ June 2, 1914.

Inspector in Charge,
Immigration Service,
Detroit, Michigan.

You are advised that Inspector Cameron Miller left Toledo today for Cleveland, and that Inspector Thomas Thomas, who has been transferred from the Cincinnati office to assist me in handling the Chinese situation here, instead of Inspector Miller, arrived here last evening. He will be located at Hotel Toledo (Bell telephone Main 1881 or Home phone 2789) until he can obtain other quarters, at which time you will be notified of his telephone address.

(Signed) George K. Apple

Immigrant Inspector.

(Copies to Inspector in Charge, Cleveland, Ohio, and Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.) ✓

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 3, 1914.

George K. Apple,
[redacted]
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 2, 1914.

Went on duty 9:00 A. M. Assisted in warrant hearing of Jung Hoy, and familiarized myself with correspondence on file regarding smuggling of Chinese, and discussed with you facts concerning the local situation.

Inspected night trains at Union Depot until 1:00 A. M. Saw no Chinese whatever on any of the trains.

Thomas Thomas.
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.) ✓

Exact copy as signed by ~~George K. Apple~~ Thomas.
Mailed June 3 by aphle.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 3, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

In conformity with instructions contained in your letter dated June 1st (received today) No. 1542/1, I beg to transmit herewith copy of Inspector Thomas' report of employment on the 2nd instant.

I went on duty yesterday at 8:30 A.M. Took Jung Hoy hearing on typewriter, which consumed morning. In the afternoon I worked on immigration matters, including the handling of Form 547 case (Ruseff), correspondence, etc., until 6:00 P.M., when went off duty.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 4, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 3, 1914.

Went on duty 9:00 A. M. Assisted you on Wilcox case for Detroit on visit to the "First Garage" and Police Headquarters.

Inspected night trains at Union Depot until 1:30 A. M.

Saw no Chinese at all on any of the trains.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646
Clev. No. 1542/1

June 4, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith copy of Inspector Thomas' report of employment on the 3rd instant.

I went on duty at 9:00 A.M. Conferring with police and investigating at THE FIRST GARAGE re. automobile and driver captured at Monroe, Michigan, May 27th. Handled Form 547 case (Marinoff and Petkoff). Conducted examination in Kaczynska case for Philadelphia office; correspondence, etc. Went off duty at 9:30 P.M.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 5, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 4, 1914.

Went on duty 9:30 A. M. On duty at office and inspected street cars and trains at Union Depot until 1:00 A. M.

Saw one Chinaman who came in from Jackson on 11:10 train named Chin Yen, who said he keeps a restaurant in Jackson and was on his way to Buffalo via steamer; he showed a registration certificate issued in 1894 in Montana.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and
to Immigrant Inspector Richard H. Taylor,
Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646
Clev. No. 1542/1

June 5, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith copy of Inspector Thomas' report of employment on the 4th instant.

I went on duty at 8:50 A.M. Searched office files, also those of U.S. Commissioner Gaines and U.S. District Court for testimony in Jung Chun Gum case, requested by Chinese Inspector in Charge, New York. Handled general business of station, correspondence, etc. Went off duty at 6:00 P.M.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 6, 1914.

June 8 ✓

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 5, 1914.

Went on duty 9:30 A. M. On duty at office and with you visited various Chinese restaurants and stores in Toledo, lookinf for new or strange Chinese, and inspected street cars until 8:30 P. M.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and
to Immigrant Inspector Richard H. Taylor,
Castle Inn, Buffalo, N. Y.) ✓

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 6, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

REPORT OF DAILY EMPLOYMENT; June 5, 1914.

I beg to transmit herewith report of Inspector Thomas showing his employment yesterday.

I went on duty at 8:50 A.M. Handled general business of station. Searched for evidence desired by New York Chinese Inspector in Charge in Jung Chum Gum case. Visited various Chinese restaurants and resorts, searching for strange Chinamen. Handled correspondence. Inspected trains until 1 A.M., June 6th.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

June 8

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 7, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith report of Inspector Thomas' daily employment on the 6th instant.

I went on duty at 10:00 A.M. Prepared and supervised execution of bond in behalf of Jung Hoy. Handled Form 547 (Bassett) case; correspondence, etc. until 4:30 P.M., when went off duty.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 7, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 6, 1914.

Went on duty 8:45 A. M. On duty at office and inspected street cars and night trains at Union Depot until 1:00 A. M.

Saw no Chinese but the Depot Master at Union station reported one Chinaman left on an early evening train for the east, but did not know his exact ticket destination, but he seemed very much Americanized and spoke good English. I asked the ticket taker at the gate where this Chinaman was ticketed and he did not remember. I think it proably was the Chinaman who arrived several days ago from Jackson and who said he wanted to go to Buffalo via steamer, and you remember the Manager of the Mandarin restaurant told us Friday that he told this Chinaman that she should not go to Buffalo via steamer as it would take too long.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge,
Cleveland, and to Immigrant
Inspector Richard H. Taylor,
Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

June 9

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 8, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith Inspector Thomas' report of daily employment on Sunday, the 7th instant.

I worked from 8 to 9 P.M. I came to the office in order to transmit the report of daily employment, having suffered greatly from the excessive heat of the day. Am glad to report that I feel all right again today.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 8, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 7, 1914. Sunday.

Went on duty at 7:30 P. M. On duty at office and inspected night trains at Union Depot until 1:00 A. M.

Saw one Chinaman en route from Detroit to Kendallville, Ind., where he claims he has lived for years; has native-born papers upon which he was admitted at San Francisco in 1898.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and
to Immigrant Inspector Richard H. Taylor,
Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 648

June 9, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith copy of report of Inspector Thomas showing his employment on the 8th instant.

I went on duty at 8:30 A.M. Attended to business of station, correspondence, etc., and inspected trains until 1:00 A.M., June 9th.

(Signed) George K. Apple
Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 9, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 8, 1914.

Went on duty at 9:45 A. M. On duty at office and inspecting interurban street cars until 6:00 P. M.

According to the reports of various conductors of interurban lines they carry no Chinese passengers. Some of them state they never have any Chinese passengers and the others very infrequently and so rarely as to amount to no passengers whatever.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and to Richard H. Taylor, Immigrant Inspector, Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 10, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith report of Inspector Thomas showing his employment on the 9th instant.

I went on duty at 9:30 A.M., having been on duty until 1:00 A.M. Handled miscellaneous business of station, Form 547 (Christensen) case, correspondence, etc. Went off duty 5:10 P.M.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 10, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 9, 1914.

Went on duty at 9:00 A. M. On duty at office and inspecting night trains at Union Depot until 1:00 A. M.

Saw no Chinese persons whatever during the course of the night at the Union Depot, either arriving or departing, or en route.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, O., and to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 June 11, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith Inspector Thomas' report of employment on the 10th instant.

I went on duty at 8:50 A.M. Handled miscellaneous business of station, Form 547 (Atanasios) case, correspondence, etc. Went off duty at 5 P.M.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646.

June 11, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 10, 1914.

Went on duty 10:00 P. M. On duty at office and inspecting night trains at Union Depot until 1:00 A. M.

Saw no Chinese on any of the trains at Union Depot.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, O., and to Richard H. Taylor, Immigrant Inspector, Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 12, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith report of Inspector Thomas showing his employment on the 11th instant.

I went on duty at 9:00 A.M. Handled miscellaneous business of station, correspondence, etc., and inspected trains until 1:00 A.M., June 12th., when went off duty.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 13, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 11, 1914.

Went on duty 10:30 A. M. On duty at office and inspecting street cars until 7:00 P. M.

The various interurban conductors seen report as usual that they have carried no Chinese passengers.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and to Richard H. Taylor, Immigrant Inspector, Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 13, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 12, 1914.

Went on duty 9:00 A. M. On duty at office and inspecting interurban cars and night trains at Union Depot until 1:00 A. M.

Saw no Chinese passengers on any of these cars or trains.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and
to Richard H. Taylor, Immigrant Inspector,
Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 14, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith report of Inspector Thomas showing his employment on the 13th instant.

I went on duty 8:50 A.M. Miscellaneous business of station, correspondence, and inspected trains until 1:00 A.M., June 14th. Saw a Chinese person named James Soho, traveling from Detroit to Buffalo. I recognized him as a former waiter at the "Gold Dragon" restaurant, Public Square, Cleveland. He claimed that he intended stopping at Cleveland for a few hours visiting Wong Kee, proprietor of said restaurant, and then returning to Buffalo, where he is a partner in a restaurant at 535 Main Street. He has no papers to prove his claimed birth in San Francisco, but his excellent command of English has doubtless been the reason why he has not been compelled thus far to prove his right to be and remain in the U.S. That was the reason, if I remember correctly, why former Inspector in Charge Cullen did not bother him when he was in Cleveland, and his claim seems to have been believed in Buffalo.

(Signed) George K. Apple
Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 14, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 13, 1914.

Went on duty at 10:00 A. M. On duty at office and inspecting interurban street cars until 7:30 P. M.

Neither saw or heard of any Chinese.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and to Richard H. Taylor, Immigrant Inspector, Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR,
TOLEDO, OHIO

No. 646

June 15, 1914.

Inspector in Charge,
Immigration Service,
Clevelamd, Ohio.

I beg to transmit herewith report of Inspector Thomas showing his employment on SSunday, the 14th instant.

I was on duty at office from 8:10 to 4:30 P.M., handling correspondences.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Tayler, Castle Inn, Buffalo, N.Y.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 15, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 14, 1914. Sunday.

Went on duty at 7:30 P. M. Inspected interurban street cars and night trains at Union Depot until 1:15 A. M.

Saw no Chinese passengers whatever.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, O., and to Richard H. Taylor, Immigrant Inspector, Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646. June 16, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 15, 1914.

Went on duty 10:30 A. M. On duty at office and inspecting interurban street cars until 7:30 P. M.

Thomas Thomas
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, and to Richard H. Taylor, Immigrant Inspector, Castle Inn, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
CINCINNATI, OHIO

No. 646. June 17, 1914.

George K. Apple,
Immigrant Inspector,
Toledo, O.

REPORT OF DAILY EMPLOYMENT, June 16, 1914.

Went on duty 9:00 A. M. On duty at office and inspecting night trains at Union Depot until 12:40 A. M.

Left on C. H. & D. train at 12:45 A. M. for Cincinnati on detail to assist U. S. District Attorney at Covington, Ky., in habeas corpus proceedings in Woo Jan case.

(Signed) Thomas Thomas

Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, O., and to Richard H. Taylor, Immigrant Inspector, Canadian, Buffalo, N. Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 June 17, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I now transmit herewith report of Inspector Thomas showing his employment on the 15th instant, which was overlooked by me yesterday owing to pressure of other business.

I went on duty at 10:00 A.M. on the 15th, handled miscellaneous business of station, correspondence, and inspected trains until 1:00 A.M., June 16th.

I arrived at the office 9:50 A.M. yesterday. Examined witnesses in case of Wong How Puk, detained at Seattle; also examined Woo Kee You concerning his claimed status of son of native-born Chinese person. Worked until 6 P.M. Mailed Form 547 (Stram) case, which Inspector Thomas investigated and certified.

On receipt of telegram detailing Inspector Thomas to return to Cincinnati, he arranged to leave on CH&D train at 12:50 A.M., and to inspect trains until that time.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 June 18, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

REPORT OF DAILY EMPLOYMENT, June 17, 1914.

Went on duty 8:50 A.M. Miscellaneous business of station, correspondence, transmitting record in Wong How Fuk case, inspecting trains until 1:00 A.M., June 18th, when went off duty.

I beg to transmit herewith report just received from Inspector Thomas showing his employment on the 16th instant. This was covered in my report of yesterday, however.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 Jun 20

June 19, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

REPORT OF DAILY EMPLOYMENT, June 18, 1914.

Went on duty 10:00 A.M. Transcribing testimony and forwarding record in WOO KAY YOU case; miscellaneous business of station, correspondence, etc. Went off duty at 6 P.M.

(Signed) George K. Apple
Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 21, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

REPORT OF DAILY EMPLOYMENT, June 20.

Went on duty 8:50 A.M. Miscellaneous business of station, correspondence, etc. until 12 M. On duty again at 8:50 P.M. Working on Bauer (Form 547) case, inspecting trains until 1:00 A.M., June 21.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Inspector Richard H. Taylor, Castle Inn, Buffalo, N.Y.)

No. 309/11. Buffalo, N.Y., June 11, 1914.

Inspector in Charge,
U. S. Immigration Service,
Toledo, Ohio.

Confidential arrangements have been made through which advanced information will be received as to the address to which contraband Chinese are destined from points along the Canadian border. By following up this information not only the contraband Chinese, but the smugglers who have them in charge should be apprehended at the time the said Chinese are delivered. With this in view, immediately upon receipt of information giving the address to which contraband Chinese are to be delivered, you will immediately arrange to have such premises kept under constant secret surveillance and make proper arrangements for the apprehension of the persons sought. In cases where your officers are too well known to do the work without creating suspicion, or are not available for other reasons, you will employ a suitable person at a reasonable compensation to perform this work, advising me promptly in each instance.

Please acknowledge.

(Signed) Richard H. Taylor,

RHT-IT. Immigrant Inspector.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646 June 12, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Castle Inn, Buffalo, N.Y.

Acknowledging receipt of your letter of the 11th instant, No. 309/11, advising that arrangements have been made through which advance information will be received as to address to which contraband Chinese are destined along the Canadian border and directing that in such cases said premises should be kept under constant secret surveillance, you are advised that I have today conferred with Mr. John Manley, of Manley's Detective Agency, to have him furnish men for such service. His charge will be $4.00 per day per man, on 12-hour shifts, for the time actually employed on such duty. This is the only private detective agency which has watchman service, and I believe a charge of $5.00 per day would be made for regular detective service.

I have made arrangements with Mr. Manley by which I can reach him and he can reach me at any time of the day or night.

Please advise if I shall conclude arrangements with Mr. Manley on these terms.

George K. Apple
Immigrant Inspector.

(Copy to Inspector in Charge, Cleveland, Ohio.)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF IMMIGRANT INSPECTOR
TOLEDO, OHIO

No. 646

June 13, 1914.

Inspector in Charge,
Immigration Service,
Cleveland, Ohio.

I beg to transmit herewith report of Inspector Thomas showing his employment on the 12th instant.

I went on duty at 11:30 A.M. Handled miscellaneous business of station, made arrangements with Manley Detective Agency to furnish watchmen, if needed, to watch premises for Chinese and smugglers should specific addresses be furnished; correspondence, etc. Off duty at 5:15 P.M.

(Signed) George K. Apple

Immigrant Inspector.

(Copy to Immigrant Inspector Richard H. Tayler, Castle Inn, Buffalo, N.Y.)

No. 309/11 Buffalo, N.Y., June 12, 1914.

Inspector in Charge,
U.S. Immigration Service,
Toledo, Ohio.

Replying to your No. 646, dated June 12, 1914, you are advised that a Federal statute prohibits the employing of private detective agencies by the Federal government, which of course applies to the Manley Detective Agency with which you conferred regarding men to assist in connection with Chinese work. Of course this would not interfere with your employing anyone recommended by, but not connected with, said agency. In the event of your receiving information to the effect that Chinese are to be delivered at a given address, it is suggested that you secure someone to alternate with Inspector Thomas in keeping such premises under surveillance at a charge not to exceed $4 per day. This could be easily arranged as the work would scarcely require more than a couple of days at the most.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

CHINESE CHARACTERS.
TRANSLATED BY - - -YEE BOCK HOP.
CHINESE INTERPRETER.

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO

No.

Hong Kong, China,
Ngim gue, 11th Month, 21st Day.
- - - -C. R. 1st, 11/21- - - - -
- - - - -Dec. 28, 1912- - - - - -

Uncle Suey Long (Chin guey Long)

Dr. To Chin Mon Duy,
Quong Gowng Wing, & Co.,
Hong Kong, China.

THE STATEMENT OF YOUR ACCOUNT AS FOLLOWS:-

Sin Hoy(the old Chinese calender; 1911)			
Nov. 23,		Cash paid on a/c.	$50.00
Ngim Gue(1912)			
Mar. 1st,		Cash paid to yuh Lee on a/c.	$10.00
Nov. 20,		Cash paid for steamship ticket.	180.00
"	"	" " additional fare.	10.90
"	21,	Cash paid exchanging one gold coin.	$6.58
"	"	Cash paid for 1/2 dozen photographs	.80
"	"	Cash paid for transfer to the steamer.	1.00
"C	"	Cash paid for provision.	2.00
"	"	Cash paid for one basket.	.10
"	"	Cash paid for two packets of Chinese tobacco.	.56
"	"	Cash paid for one wash basin.	.09
"	"	Cash paid for one tin pail.	.05
"	"	Cash paid for two bottles of Chinese peppermint.	.10
"	"	Cash paid for two Ning Sin pongs (Chinese medicines). . . .	10
"	"	Cash paid for expenses.	1.00
"	"	Cash paid for exchanging $5.00 Mexico money.	5.00
"	"	Cash paid for extra rate.	.45
		Total	$304.73

~~SINCE PAID(PAID)~~
No date, Net cash received . /. $177.00

The balance of your account is $127.73 due to me (or firm)

(red stamped) Chin Mon Duy,
Quong Gowng Wing,&Co.,
Wing Lock Street,
Hong Kong.(China)

- -

I hereby certify that the above is true translation from the original Chinese characters attacked herewith. 6/17/14.

YEE BOCK HOP.

See 53788

1-A

for previous

correspondence

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

SUBJECT:

No. 53788

1-J

14—849

2

CONTINUED UNDER

53788-1-K

HEREAFTER

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF.....

CONFIDENTIAL.

PORT OF Buffalo, N.Y., June 23, 1914.

No. 309-C.

Commissioner General of Immigration,
Washington, D.C.

Attached hereto, for filing, will be found copies of correspondence regarding one Billy Cain, formerly of 215 McLain Street, Dayton, Ohio, reported by Charles Perrie, 161 Church Place, Memphis, Tennessee, through the Commissioner of Immigration, New Orleans, in connection with the sale of opium and probable smuggling of Chinese by a firm in Duluth [illegible] which intended moving to Vancouver.

The matter was investigated by Inspector in Charge MacDonald and, as shown by his report, No. 398/6, dated June 5, 1914, copy herewith, the information was without foundation in fact.

Richard T. Dayton
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA.

10889/236. June 8, 1914.

Richard H. Tayler,
Immigrant Inspector,
Buffalo, New York.

With further reference to the correspondence furnished you with my letter of even number dated May 18th, relative to a Chinese mercantile establishment in Duluth which had been supplying opium and was reported to be moving to Vancouver for the purpose of engaging in smuggling Chinese laborers into the United States, I beg to forward herewith copy of a report submitted by Inspector in Charge McDonald of Duluth, which is self explanatory.

Commissioner.

LO

5590

No. 398/C.

Inspector in Charge,
Duluth, Minnesota.
June 8, 1914.

RECEIVED
JUN 8 1914
OFFICE OF
U. S. Commissioner of Immigration
MONTREAL, CANADA

Commissioner of Immigration,
Montreal.

Replying to your letter of the 18th ultimo, No. 10889/236 inclosing correspondence received by you from the Commissioner of Immigration at New Orleans, having reference to the "Chinese wholesale house in Duluth" refusing to supply one Billie Cain of Dayton, O., with any more opium on account of their agent having been arrested, and the further information that the said firm is to move to Vancouver, B.C., where they"will do business only with Chinese laborers- violating the immigration laws, etc."

I beg to advise that there are three Chinese stores in Duluth, and in my judgment they all sell opium. The police records of this city show that on Nov. 19th 1915, Charlie Long We, aged 55 years, married, merchant (Chas. Sing Lee Co.) was convicted of having opium in his possession (i.e. sold it to a negro stool pigeon) and was fined $75 or 60 days in the county jail. He paid the fine. This store has been in existence in Duluth, I am informed, for years and years.

On April 4, 1914, Chin Howe, age 36, single, laundryman, was arrested for having opium in his possession at the Kwong Chong Hai Co. store (i.e. smoking opium) and was released upon $50 bail, which he forfeited, and his whereabouts is unknown.

(The store in which this man was smoking opium, the Kwong Chong Hai Co., is the place that I wrote you about on the 26th ultimo which refused admission to Inspector Daly, myself, and two city policemen from 10 to 10,35 p.m. on May 24th 1914, refusing to unlock their doors, and turning out their lights. At that time the fumes of opium ~~smuggling~~were arising through crevices in the sidewalk in front of their store, coming, I took it, from the basement.)

On April 27th, 1914, one William Sing (Dee), age 52, married, was arrested by city police for having opium in his possession and fined $100 in Municipal court or 85 days in county jail. He appealed from the judgment of the court to the District court and the case has not been heard there yet. (This store has not been established very long)

Any one of the above store might have shipped opium to this man Cain in Dayton, but as to just which one, I am unable to say. In light of the above the statement that he could get no more opium on account of the firm's agent having been arrested might apply to any one of the three foregoing stores, as they have all had same arrested. However, judging by the date of Cain's letter and the arrest of Wm. Sing (Dee) this Chinaman is not concerned. I have never heard any rumor of any of these stores going out of business and removing to Vancouver, or elsewhere, and I am unable to secure any information showing any contemplated movement by any of them. There was a Chinese store located at 18 East First street, Duluth, the Wo Hing Co., which started up about 1912 and went out of business at least

a year and a half ago, but this is too long to apply to Cain's letter. It seems to me that a Chinaman going from this country to Canada would have some trouble in getting in there even if he was willing and able to pay the $500 head tax as I believe th Canadian immigration authorities would debar him on the ground that he was "not coming from the country of his nativity or citizenship." However, the best way I know of to watch and see which, if any of these firms, remove from Duluth, which I will do, and if any of them move, I will advise you promptly.

I attach copies which I request that you forward to Inspector Richard Tayler and the Inspector in Charge at Vancouver, B.C.,

(Signed) Brown McDonald,

Inspector in Charge.

309/6-

May 19

green

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA.

10889/236. May 18, 1914.

Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Your attention is invited to the enclosed copies of self explanatory letters received here from the Commissioner of Immigration at New Orleans. The point of interest to our Service is the statement of Billy Cain in the letter to his friend that the Chinese wholesale house at Duluth which now refuses to supply him with opium "will move its headquarters to Vancouver, B.C., and beginning July first will do business only with Chinese laborers- violating the immigration laws".

I have sent copies of the enclosed letters to the officers in charge at both Vancouver and Duluth, and have requested that careful investigation be made relative to the Chinese firm referred to, report of their findings to be sent to you direct as well as to this office.

John Clark
Commissioner.
azw.

LO
5129

Form 551

INCLOSURE 5129

FROM

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

Port of

11—1455

...ENT OF LABOR
...TION SERVICE

Office of Immigrant Inspector,
Memphis, Tennessee.

No. 13000/2.

Hon. S. E. Redfern,
Commissioner of Immigration,
New Orleans, La.

Enclosed herewith is a letter bearing on the subject of your letter of April 17, 1914, No. 16005.267, which was turned over to me by Mr. T. H. Baker, who has this day severed his connection with the Govt. Rev. Dept. This letter is the basis of information previously furnished you and in explanation will say that the writer Billie Cain is a white man connected with Sun Bro's circus, a traveling show that is supposed to have wintered at Dayton, Ohio, now on the road. The recipient Chas. Perrie, is a negro of this city, who Mr. Baker has frequently used in his investigations of opium cases and is considered reliable.

Unsuccessful efforts have been made to further communicate with Cain, but letters have been returned to writer, due no doubt to his frequent change of address. I am assured by Mr. B. that all information coming to him will be furnished for use by the Dept.

(Signed) Joseph T. Ware

Immigrant Inspector.

Copies JBM May 9, 1914.

Received: New Orleans, La.
May 2, 1914.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

COPY.

DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Office of Immigrant Inspector,
Memphis, Tennessee.

No. 13000/2.

Hon. S. E. Redfern,
Commissioner of Immigration,
New Orleans, La.

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Immigrant Inspector.

Copies JBM May 9, 1914.

Received: New Orleans, La.
May 2, 1914.

P. Tambe, Jr. Pres. Roy Allen, Treas. W.J.Cain, Secy.

Dayton Photo-Engravers' Union, No. 60,
Organized and chartered
March 6th, 1911.

Meets second Monday of each
month, Room 409 3d St.Arcade

Wed. Mar-18-Eve. 215 McLain St., Dayton, Ohio.

Mr. Chas. Perrie,
161 Church Place,
Memphis, Tenn.

Dearest Friend Charlie:-

The writer is sure proud of the letter I received from you today dated Mar. 16th- and replying I have to say.

People who do not know our characters, can never understand what the meaning of the words FAITHFUL FRIEND should amount too, yet I regard you as my best and dearest friend- and Charlie- Little Miss Helen I am truly in love with- O do wish I could have you both here to live- Dayton is such a pretty place- Every one just alike- Gum is impossible to get hold of here. I received word from Duluth's Chinese Wholesale house that he will not supply any more by Ung- or Tuck Long- or in fact any of the Chinese brands of opium to me as the company's agent was under arrest- but in a few days will be out of jail. The company will move its headquarters to Vancouver, B.C., and beginning July first will do business only with Chinese laborers- violating the immigration laws- so my friend has given me the name of a Chinese wholesale grocery store in New York to order opium from in the future.

Charlie, please let me know if the law tightens up on you in regards to Gum- There is a Chineeman in Vicksburg you can buy from.

I am well and happy, and all I need is a good girl- Please let me know if any is not working, and would appreciate a money getting man. Hoping you and Miss Helen is well, and is progressing nicely, I am,

Faithfully,
Billy Cain

215 McLain St., Dayton, O.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Office of the Commissioner
New Orleans, La.

No. 16005/267 May 9, 1914.

Commissioner General of Immigration,
Washington, D. C.

There are inclosed herewith for the Bureau's information and such action as may be necessary, copy of a letter addressed to Mr. Charles Perrie, 161 Church Place, Memphis, Tennessee, and a copy of the letter of Inspector Joseph T. Ware, of Memphis, in relation to same.

Billy Cain, formerly of No. 215 McLain Street, Dayton, Ohio, is author of the letter to Perrie, and Inspector Ware advises that he is connected with Sun Brothers' Circus, now on the road.

The Cain letter is of interest to this Service on account of the reference it contains to the Duluth Chinese wholesale house, and the intention of said firm to remove to Vancouver, B. C., in July, with the object of "doing business only with Chinese laborers - violating the immigration laws."

S. E. Redfern
Commissioner.

- -

No. 53788/2 May 20, 1914.

Official copy, together with copies of the letters referred to, respectfully furnished Richard H. Taylor, Castle Inn, Buffalo, N. Y., for his information.

F. H. Larned
Acting Commissioner-General.

Inc. 4325.

EFH

Dayton Photo-Ingravers' Union, No. 60,
Organized and chartered
March 6th, 1911.

Meets second Monday
of each month
Room 409 3rd. St. Arcade

Wed. Mar-18-Eve. 215 McLain St., Dayton, Ohio.

Mr. Chas. Perrie,
161 Church Place,
Memphis, Tenn.
Dearest Friend Charlie:

The writer is sure proud of the letter I received from you to-day-dated Mar. 16th-and replying I have to say.

People who do not know our characters, can never understand what the meaning of the words faithful friend should amount too, yet I regard you as my best and dearest friend-and Charlie-Little Miss Helen I am truly in love with-I do wish I could have you both here to live-Dayton is such a pretty place-Every one just alike-Gum is impossible to get hold of here. I received word from Duluth's Chinese Wholesale house that he will not supply any more by Ung-or Tuck Long-or in fact any of the Chinese brands of opium to me as the company's agent was under arrest-but in a few days will be out of jail-The company will move its headquarters to Van Couver, B.C., and beginning July first will do business only with Chinese laborers-violating the immigration laws-so my friend has given me the name of a Chinese wholesale grocery store in New York to order opium from in the future.

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Faithfully,
Billy Cain
215 Mc Lain St., Dayton, O.

DEPARTMENT OF LABOR
IMMIGRATION SERVICE

No. 13000/2

Office of Immigrant Inspector,
Memphis, Tennessee.

Hon. S. E. Redfern,
Commissioner of Immigration,
New Orleans, La.

Enclosed herewith is a letter bearing on the subject of your letter of April 17, 1914, No. 16005/267, which was turned over to me by Mr. T. H. Baker, who has this day severed his connection with the Govt. Rev. Dept. This letter is the basis of information previously furnished you and in explanation will say that the writer Billie Pain is a white man connected with Sun Bro's circus, a traveling show that is supposed to have wintered at Dayton, Ohio, now on the road. The recipient Chas. Perrie, is a negro of this city, who Mr. Baker has frequently used in his investigations of opium cases and is considered reliable.

Unsuccessful efforts have been made to further communicate with Pain, but letters have been returned to writer, due no doubt to his frequent change of address. I am assured by Mr. B. that all information coming to him will be furnished for use by the Dept.

(signed) Joseph T. Ware
Immigrant Inspector

Copies JBM-May 9, 1914

Received: New Orleans, La.
May 2, 1914.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF.....

No. 309-C.

PORT OF Buffalo, N.Y., June 22, 1914.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found correspondence concerning Chinese smuggling operations by means of Pullman cars in the vicinity of International Falls, Minnesota.

This matter was investigated by Inspector MacDonald of the Duluth office without results.

Richard T. Taylor.
Immigrant Inspector.

RHT-IT.

Buffalo, N.Y., May 25, 1914.

Honorable John H. Clark,
U. S. Commissioner of Immigration,
Montreal, Canada.

My dear Mr. Clark:-

Please loan me your file referring to the smuggling of Chinese into the United States in the vicinity of International Falls by means of Pullman cars; said file will be returned to your office at once.

As you will see by the inclosed report to the District Attorney, we are making a little noise among the Chinese smugglers. You have no idea of the extent to which this traffic was being carried on here and it is too long a story to write; will tell you about it when I see you; suffice it is to say it is going to be broken up.

Will make some arrangements about permanent detail of the officers on this work as soon as we return from the Post Mortem in Rochester tomorrow.

Sincerely yours,

(Signed) Richard H. Taylor,
Immigrant Inspector.

RHT-IT

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

May 29 O

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA

10889/212.
10889/228.

May 27, 1914.

Richard H. Taylor,
Immigrant Inspector,
Buffalo, New York.

My dear Mr. Taylor:

This will acknowledge receipt of your letter of the 25th instant, in which you make request for our file concerning the smuggling of Chinese in the vicinity of International Falls by means of Pullman cars. Please find same herewith.

I have read your report to the District Attorney relative to the Chinese smuggling at Buffalo with great interest, and it looks very much as if at last there are to be some prosecutions in that district that will temporarily at least put an end to the unlawful introduction of Chinese.

Inspector in Charge Landis has written me several times with regard to shortage of help at Buffalo for immigration purposes, due of course to the number of inspectors detailed to Chinese work. Am writing him a letter on the subject today and requesting that he show you same, for if the Chinese smuggling is to continue the Department will certainly be compelled to send additional inspectors to Buffalo. Otherwise our immigration work will soon be demoralized as has been the Chinese inspection in the past.

Very truly yours,

John Clark

Commissioner.

5017 LO

No. 3[illegible]-C.

Buffalo, N.Y., May 30, 1914.

U. S. Commissioner of Immigration,
Montreal, Canada.

Returned herewith will be found your file No. 10899/213, having to do with Chinese smuggling operations at International Falls, the same having answered the purpose for which requested.

RHT-IT

Immigrant Inspector.

Inclo. 3017.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF_____

No. 53000/498.

PORT OF Buffalo, N.Y., June 23, 1914.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found daily reports submitted by Watchman Joseph A. Watzke and Hans A. M. Jacobson, detailed for confidential work in connection with Chinese smuggling operations at New Orleans, under the direction of Inspector Brough; also copy of correspondence regarding the detail of these watchmen and other work at the Port of New Orleans regarding Chinese smuggling operations, which are of no importance except as a matter of record, Inspector Brough having failed to develop any information regarding the illegal landing of Chinese.

This matter will be taken up later with a view of either having Inspector Brough give it some attention or the detail of another officer to take his place in connection with the supervision of the work.

Richard H. Dayton.
Immigrant Inspector.

RHT-IT.

53000/498. April 16, 1914.

Alfred W. Brough,
Immigrant Inspector,
New Orleans, La.

Kindly furnish me with a list of schooners plying regularly between Gulfport, Pascagoula and other Gulf ports in your District from Mexico, Cuba and the West Indies, together with information as to when, where and how they are searched for Chinese stowaways. If, in your opinion, better results can be obtained by personal inspection, you should visit the points mentioned with as little delay as possible.

Regarding fruit steamers, please suggest some means by which they can be searched in a way that would make it impossible for Chinese to be smuggled into the United States on such boats.

Any suggestions you can make will be highly appreciated and you can rest assured that every assistance will be afforded to enable you to cope with the situation in your District.

Immigrant Inspector.

RHT-IT.

IN ANSWERING REFER TO
No.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

6 per

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

April 30, 1914.

Mr. P. Palmer,
Deputy Collector,
Morgan City, La.

Sir:

I am desirous of learning the names of any steam or sailing vessels which entered your port (Morgan City) from Mexico, Cuba, West Indies, or the Republic of Panama, during the period from April 1, 1913 to March 31, 1914, inclusive.

The requested information will be very much appreciated.

Respectfully,

A W Brough,

Immigrant Inspector.

IN ANSWERING REFER TO
No.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

April 30, 1914.

Immigrant Inspector Richard H. Taylor,
care Castle Inn ,
Buffalo, N. Y.

Re schooners plying regularly between Gulfport, Pascagoula, and other gulf ports in District No. 8, and Mexico, Cuba, and the West Indies, which was the subject of your communication dated the 16th instant.

The requested information insofar as Gulfport and Pascagoula are concerned has already been mailed to you. Concerning the port of New Orleans proper, I have gone over our records for one (1) full year from April 1, 1913 to March 31, 1914, and can find but six (6) sailing vessels (Schooners and barks) that have come up the river during the period stated. One of the six arrived twice; the other five show one arrival.

These sailing vessels are as follows:

MALWA - from Trinidad, B.W.I. - crew of eight
GYPSUM EMPRESS - from Port of Spain, B. W. I. - crew of eight
MATADOR - from Trinidad, B. W. I.
HERBERT G. WYLIE - from Tampico - crew of thirty (arrived twice)
FRANK RIG - from Campeche - crew of seventeen
FOOHING SUEY - from Port of Spain, B.W.I.

I would further mention that the records for the period named also show arrivals of steam vessels from these countries and the Republic of Panama:

212 vessels, ranging from one to 29 arrivals for each vessel, 640 arrivals in all.

Inquiry of Mr. Ipman, the Entrance and Clearance Clerk at the Customhouse, New Orleans, as to the arrival of vessels here that do not come up the river, met with the statement that there have been instances where vessels have come from the Gulf via Mississippi Sound, the Rigolets, Lake Pontchatrain, and from these into the basins or canals leading to the city proper. The regular entrance of vessels by this route, he stated, was rare, and would not average over one arrival in two or three years. The vessels destined to Baton Rouge, Louisiana, come

up the river and are entered and cleared at New Orleans. The only other point for the entry and clearance of vessels is at Morgan City, Louisiana. I have written a letter to the Deputy Collector at this point, copy of which is inclosed herewith, and upon receipt of his reply will forward same to you.

Concerning vessels arriving from the four countries named, masters of these vessels are frequently interviewed relative to Chinese stowaways, and searches are made upon arrival at wharf whenever indications or circumstances warrant same. The search of these vessels in a way that would make it impossible to smuggle Chinese stowaways into the United States, presents a problemn that is not easy of solution:: due to the size of the vessels, force available, and unusual hours that these vessels arrive in some cases. Upon arrival, these vessels generally have passengers to be taken care of; a number of them have Chinese crews. As soon as docked, those whose duty it is to promptly get the perishable fruit out, swarm over the vessel and start to work, and in the general confusion, intelligent and thorough searching is exceedingly difficult.

I am much concerned regarding these vessels, especially those of the United Fruit Company arriving from ports in the Republic of Panama. Smuggling Chinese on these vessels from Panama and Jamaica via Panama would be easy of accomplishment, especially so, when you stop to consider that these vessels carry a Chinese crew of about twenty-six members. I have had these vessels gone over occasionally and expect to increase my efforts and try tooimprove on the methods followed in connection with these ships. I am inclined to believe that this route is at times used to effect entry of contraband Chinese.

I am of the opinion that there should be a form gotten up by the Bureau about the size of the certificate of identity, with a strong, durable envelope; these forms to provide, among other things, for the name, photograph, and physical marks of the Chinese seaman possessing same, regularly entering the port, and who are granted shore leave under bond, The Chinese seaman would be instructed to take same with him and to show it if called upon to do so. I have on a number of occasions stopped Chinese on the street, and upon them telling me that they were from these fruit steamers, I have had to give them the benefit of the doubt, not wishing

IN ANSWERING REFER TO
No.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

to unnecessarily annoy them should they be bona fide seamen as claimed. I think the form as suggested would help out considerably and enable the inspectors to work more intelligently.

Respectfully,

A W Brough,

Immigrant Inspector.

No. 53000/498.

Buffalo, N.Y.,
May 8,1914.

Mr A. W. Brough,
Inspector, U.S.Immigration Service,
New Orleans, La.

Receipt is acknowledged of your letter of the 30 ult. reporting that three or four contraband Chinese recently arrived at New Orleans destined to CHAS. HOY, alias Hoey Hoy, 365 W. 22nd Street, Chicago and are now waiting an opportunity to go to the latter.

The above information has been repeated to Inspector H.D.Ebey, who is designated to cooperate within me in the Chicago district, with instructions to keep Hoy's place under surveillance with a view of apprehending any green Chinese found there. Ebey is now watching one GEORGE HOY in connection with another deal and the latter may be the party referred to by you.

Where time is a factor in securing results, you are at liberty to communicate directly with any office, furnishing me with copies of such correspondence. How did the Chinese get into New Orleans?

Immigrant Inspector.

RHT-IT.

The Castle Inn,
Buffalo, N.Y.

IN ANSWERING REFER TO
No._____

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

April 30, 1914.

Mr. Richard H. Taylor,
U. S. Immigrant Inspector,
Buffalo, New York.

Information at hand indicates that a party of three or four contraband Chinese recently arrived at New Orleans, destined to CHAS. MOY, alias MUEY WY, 265 West Twenty-second Street, Chicago, Illinois. It is believed that this party of Chinese is still here in hiding, awaiting a favorable opportunity to make the run to Chicago. Am now working to secure more definite information, and am having the trains watched for their departure.

In the meantime, would offer the suggestion that the mail of the Chinese person named be covered; and that, should information through that source, or subsequent developments here warrant it, his correspondence be secured. Do not know whether you have certain men designated at different district headquarters to co-operate with you. If so, is it your desire when time is a factor in securing results to have these men communicate directly with each other, furnishing you a copy of such correspondence?

Respectfully,

A W Braigh,

Immigrant Inspector.

AWB-JBM.

Buffalo, N.Y., May 20, 1914.

No. 53000/498

A. W. Brough,
Immigrant Inspector,
U.S. Immigration Service,
New Orleans, La.

Your attention is invited to my letter No. 53000/498, dated May 11, 1914, directing that the two watchmen assigned for special work in connection with Chinese smuggling operations at the Port of New Orleans make daily reports covering their movements and work; you are requested to comply with said instructions at once.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT

Buffalo, N.Y., May 20, 1914.

No. 53000/498

A. W. Brough,
Immigrant Inspector,
U.S. Immigration Service,
New Orleans, La.

Your attention is invited to my letter No. 53000/498, dated May 11, 1914, directing that the two watchmen assigned for special work in connection with Chinese smuggling operations at the Port of New Orleans make daily reports covering their movements and work, you are requested to comply with said instructions at once.

Immigrant Inspector.

RHT-IT

No. 53000/498 Buffalo, N.Y., May 11, 1914.

A. W. Brough,
Immigrant Inspector,
New Orleans, La.

Reference being had to your letter dated April 23, 1914, regarding the smuggling of Chinese on vessels from Panama and Jamaica, there is inclosed herewith copy of a communication from the Bureau showing that the Commissioner of Immigration at New Orleans has been directed to detail two watchmen for work under your immediate instructions in connection with the watching and searching of the vessels referred to and such other work as you may from time to time assign to them in connection therewith.

In connection with the watchmen detailed, you will have to use your own discretion as to whether an attempt should be made to search such vessels or whether it would be advisable to have the watchmen, in plain clothes, keep such vessels under surveillance in order to apprehend those found assisting Chinese to land. The latter practice was recently followed in New York with the result that both the smugglers and the Chinese were apprehended as they left the ship, and I know of no reason why the same method should not be followed in New Orleans. These watchmen should be instructed to furnish you with a daily memorandum showing just what they did during the time they were on duty; you will send these memoranda to me and they should be short and explicit. As

these two watchmen will be expected to form your "gum shoe squad", you should arrange to keep them under cover as much as possible and, under no circumstances, permit them to become known in Chinatown. Of course they should not appear in uniform.

Immigrant Inspector.

RET-IT.

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
WASHINGTON

IN ANSWERING REFER TO
No. 53786/1

May 9, 1914.

Richard H. Taylor,
Immigrant Inspector,
C/o Castle Inn,
Buffalo, N. Y.

In accordance with your letter of the 7th instant, the Bureau this day directed the Commissioner of Immigration at New Orleans, La., by telegraph, to assign two of his regular watchman for temporary duty under the direction of Inspector Alfred W. Brough for the purpose of searching and guarding vessels against the smuggling of contraband Chinese.

Acting Commissioner-General.

JJK

Buffalo, N.Y., May 7, 1914.

Commissioner General of Immigration,
Washington, D. C.

Owing to persistent rumors that Chinese are being smuggled into New Orleans on fruit boats, I would respectfully ask that the Commissioner of Immigration at the latter port be directed to assign two watchmen, temporarily, to search and guard such vessels under the direction of Inspector Brough. This can be done without interfering with the work of the New Orleans station.

Immigrant Inspector.

RHT-IT

IN ANSWERING REFER TO
No.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

May 8, 1914.

Mr. Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

With further reference to the party of three or four contraband Chinese, which was the subject of my report to you dated April 30th and the inquiry contained in your letter of May 3rd, as to "how did the Chinese get into New Orleans," will state that up to the present I have been unable to develop any more information concerning them. There has been no movement of the said party from this city, as far as I have been able to learn. From the meager information at hand, it appears that the movement has a San Antonio connection; and, if so, they no doubt arrived at this city over the Southern Pacific.

I am still endeavoring to develop more information about this movement, and should I be successful I will inform you promptly. Not hearing from me, you will understand that there are no further developments that would interest you.

A W Braigh,
Immigrant Inspector.

AWB-JBM.

No. 53000/498 Buffalo, N.Y. May 30, 1914.

A. W. Brough,
Immigrant Inspector,
New Orleans, La.

It is noticed by the daily reports of Watchmen Jacobsen and Watske that they have been employed in placing Chinese transits on board steamers. As these men were assigned to you for confidential work they should not be assigned to any duty that will disclose their identity to persons employed on vessels, especially Chinese crewmen whom they are supposed to watch. It is also noted that these men watch boats for a short time and then shift back to train inspection, apparently leaving the boat uncovered. Work carried on in this manner in never effective. If you are justified in assigning them to watch a boat, such watching should be continued as long as the boat is in port, otherwise you will not be in a position to know positively that contraband Chinese were not landed during the interim when such vessels were not under surveillance.

For May 25th Watchman Jacobsen reports: "On duty 7 A.M. to 3 P.M.; checked in S.P. train at 6:45 A.M." According to this Jacobsen checked in the S.P. train before he went on duty. This watchman reports for May 22nd "On duty 3 P.M. to 11 P.M.; watched S.S. "Katharin Park" 8 to 10 P.M.; found Chinese members crew (not bonded) going ashore". What became of the Chinese and why was the vessel only watched from 8 to 10 P.M.?

Watchman Watske's report for May 25th states: "On duty from 3 to 11 P.M. watched S.S. 'Ravn' from 3 to 10;10 P.M." What was he doing from 10:10 P.M. until 11 P.M.? For May 23rd Watchman Jacobsen reports: "On duty3 P.M. to

11 P.M.; checked S.P. train arriving 3:25 P.M.* What was he doing from 8 P.M. to 3:25 P.M.?

These men have been assigned to you for the purpose of establishing definitely whether Chinese are being landed from vessels reaching your port from foreign ports and you are expected to supervise their work in such a manner as to make effective the object of their assignment, irrespective of anyone else. Their reports should be submitted daily, approved and forwarded by you.

(Signed) Richard H. Taylor.

Immigrant Inspector.

RHT-IT.

IN ANSWERING REFER TO
No.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

June 5, 1914.

Richard H. Taylor,
Immigrant Inspector,
Buffalo, N. Y.

Acknowledgment is made of your letter of May 30th.

Carbon copies in my possession of reports furnished by Watchmen Jacobsen and Watzke do not show that they have been employed in placing Chinese transits aboard vessels. On May 25th, Watchman Jacobsen assisted an Inspector in receiving and disposing of a party of Chinese deports arriving here by steamer from New York; in addition to the assistance rendered by said Watchman in this instance, his observance of the make-up of a party of actual Chinese deports, I felt might prove of benefit to him.

On May 21st, the two Watchmen mentioned were detached from the Immigration Station and assigned to the Barge Office on the New Orleans side of the river. The responsibility of keeping them busy was placed upon me. I immediately assigned them to cover the Union Depot from early morning until late at night, on such trains as I felt contraband Chinese might travel to, through, or out of New Orleans. There is an intermittant movement of Chinese through the Union Depot and I deemed it an important point to cover owing to the possibility of contraband Chinese using trains at this station.

The two Watchmen have been instructed to cover this station regularly unless other assignments prevent. The L. & N. trains are covered by the Inspectors stationed at the Barge Office.

As to the men watching boats for a short time and then shifting back to train inspection I have simply been feeling out the situation in order to determine in what manner the most effective work can be done.

We have been busy handling a large influx of refugees from Mexico, therefore I have not given as close attention to the Watchmen as I might have done otherwise.

It must also be taken into consideration that the Watchmen in question have a limited knowledge of localities and Chinese; I have detailed them for a short period on vessels carrying Chinese crews, (not bonded) and vessels arriving from foreign countries where the smuggling of Chinese might be possible, feeling that these short details would tend to give them a better knowledge of what was expected of them and might possibly turn up something of interest. When the men are not otherwise engaged I feel that having them along the river front making observations is better than having them sitting around the office and it will also tend to broaden their experience and may develop information of interest to the office.

IN ANSWERING REFER TO
No.....

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

In a former letter you spoke of a practice followed at New York whereby both the smugglers and Chinese were apprehended through the system of watching vessels. We have certain vessels of the United Fruit Company arriving here from Republic of Panama. This company has recently instituted a service whereby some of their steamers stop at Havana, Cuba, with occasional stops at Kingston, Jamaica, the larger vessels being used for these routes, and these larger vessels carry crews of Chinese firemen, numbering 28 each. Conditions for introducing contraband Chinese on these vessels are excellent. Insofar as these vessels are concerned the system of watching I feel will not work out, the going and coming at will of these Chinese firemen, all of whom are bonded, makes it exceedingly difficult for a Watchman of any one else to detect contraband Chinese who might be among them, consequently I think the system of searching some or all of these vessels at unexpected times would be the better plan and would most likely tend to discourage the practice if it is being followed or contemplated.

There are vessels where the system of watching will no doubt prove the better method. It is noted that you say where such watching is justified same should be continued as long as the boat is in port. I fully realize that this would be the only conclusive manner in which to handle the system of watching. To do so, however, will necessitate both men working twelve hours a day and possibly seven days a week. Is it your wish that these men serve 12 hours instead of 8 hours?

The S.S. "Katharine Park" referred to in your letter, carried Chinese as members of the crew, (not bonded) for shore leave. It having come to my notice that Chinese members of tramp steamers, not bonded, arriving at this port, were coming ashore I decided to put a watch on the vessel named. While the Watchman verified the fact that the Chinese were coming ashore he did not particularly note whether it was with the knowledge of the officers of the vessel or the special officer assigned to watch them. It is necessary for us at this port to demonstrate to the court negligence on the part of the master before we can make out a case against him for permitting unbonded Chinese coming ashore. It was my intention to assign a watchman on the following day to better develop this point, but the vessel sailed with all the Chinese and the matter was therefore closed.

Relative to your query in connection with Watchman Watzke's report of May 25th, would state that he was on the watch from 3 to 11 p. m. At the time he reported he complained of not feeling well, but nevertheless went on duty and now explains to me that he was feeling bad at 10.10 p. m. and as everything was quiet about the S.S "Ravn" and the wharf watchman whom he personally knew was on duty there, he decided to go home.

IN ANSWERING REFER TO
No._____

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

3

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

Reference to your query regarding report of Watchman Jacobsen of May 23rd, would state from 3 p. m. to time of leaving for train on that date he was at the Barge Office subject to call.

Daily reports of watchmen to date will be forwarded to you to-morrow.

A W Brough,
Immigrant Inspector.

IN ANSWERING REFER TO
No.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

May 25, 1914.

Daily report of Joseph A. Watzke, Watchman on duty at Barge Office.

May 22. Reported for duty 7 a. m. Checked I. C. train departing 8.30 a. m. L. & N. train arriving 11: 50 a. m. Y. & M. V. train departing 2.55 p. m. Off duty 3 p. m.

May 23. On duty 6.45 a. m. to 3 p. m. Checked S. P. train arriving 6.50 a. m. I. C. train 11.25 a. m. (35 min late) L. & N. train arriving 11.50 a. m. Y. & M. V. departing 2.55 p. m. (one Chinese departed, had commutation ticket)

May 24. Sunday- No assignment.

Watchman.

Jos. A. Watzke.

N.O.L.

May 25,1914.

Daily report of Hans A. M. Jacobsen, Watchman on duty at Barge office.

On duty 7 a.m. to 3 p.m. checked in S.P. train at 6.45 a.m. watched S/S Marowijne 7.30 to 10.30 a.m. assisted Inspector with chinese deports on S/S Proteus to 11.30 a.m. watched S/S Ravn 2 p.m. to 3 p.m.

Respectfully,

Hans a. M. Jacobsen.

No. 204
Ed. 7-8-13—500,000

IN ANSWERING REFER TO
No.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

May 2[illegible], 1914.

Daily report of Hans A. M. Jacobsen, Watchman on duty at Barge Office./

May 21. Reported for duty 3 p. m. Making observations along levee. Watched S/S "Heredia" and movements of Chinese crew from 5 p. m. to 6.30 p. m. Checked in S. P. train, arriving 6.45 p. m. -I. C. train departing 8.10 p. m.(1hr. late) L. &. N. train 10.30 p. m. (55 minutes late) off duty 11 p.m.

May 22. On duty 3 p. m. to 11 p. m. Watched S/S "Katharine Park" 8 to 10 p. m. found Chinese members crew(not bounded) coming ashore. Checked S. P. train, arriving 6.45 p. m. and S. P. arriving 10.45 p. m. (2hrs late).

May 23. On duty 3 p. m. to 11 p. m. Checked S. P. train, arriving 5.25 p. m. and T. P. train, arriving 5.45 p. m.(10 mins late) Watched S/S "Katharine Park" 6.50 to 9 P. M. Checked L. & N. train, departing 9.35 p. m. & L. N. train arriving 9.55 p. m. and T. & P. train arriving 10.45 p. m. and S. P. train arriving 10.55 p. m. (2 hrs late).

May 24. Sunday- No assignment.

Hans a. M. Jacobsen.
Watchman.

Work
Simon
no assist
Chinese branch

DEPARTMENT OF LABOR

New Orleans, La.
June 2, 1914.

Daily Report--- Jos. A. Watzke

On duty at Union depot from 6.50 to 10.45 a. m. Checked S. P. train arriving 6.50 a. m. I. C. departing 8.30 a. m. Y. & M. V. arriving 8. 35 a. m. S. P. arriving 9.15 a. m. (due 7.45 a. m.) T. P. arriving 10. 10 a. m. (due 8.55 a. m.) I. C. arriving 10.45 a. m. Returned to Barge Office.
From 11.30 a. m. to 12.30 p. m. accompanied alien from Barge Office to office of German Consul. Checked Y. & M. V. train departing 2.55 p. m. Off duty.

Jos. A. Watzke
Watchman

Approved:
awB.

No. 903
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 3.1914.

Daily Report----Jos.A.Watzke.

On duty at Union depart from 6.50 to 11.10 a.m? Checked S.P.arriving 6.50 a.m. I.C.departing 8.30 a.m. 1 Chinaman departed for Hong Kong, China. Y.& M.V. arriving 8.35 A.M. S.P.arriving 9.10 a/m. due 8.55 A/m I.C. arriving 10.45 a.m., returned Band on duty, at Barge office until 1:30 P.M. leaving for Union depot and lunch, checked Y&MV departing 2:55 P.M. (1 Chinaman departed for Garyville, La. and one to Greenville, Miss.) off duty.

Jos. A. Watzke
Watchman.

Approved.
awB.

No. 903
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 4.1914.

Daily Report-----Jos.A.Watzke.
On duty at Union from 6.50 to 10.45 a.m/ Checked S.P.arriving 6.50 a.m. I.C.departing 8.30 a.m. Y.& M.V. arriving at 8.35 a.m. S.P.arriving 9.15 a.m.(due 7.45 a.m.) T.P.arriving 9.55 a.m.(due 8.55 a.m.) I.C.arriving 10.45 a.m. (2 Chinese arrived one enroute to San Antonio, Texas. At Barge office 11:15 to 12 noon. 12:30 to 3 P.M. detailed on S.S."Drumlanrig". Off duty.

Jos. A. Watzke
Watchman.

Approved.
awB.

No. 903
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 5.1914.

Daily Report------Jos.A.Watzke,
On duty at Union Depot from 6.50 a.m. 10/45 a.m.Checked S.P. train arriving 6.50 a.m. S.P. arriving 7.45 a.m. I.C.departing 8.30 a.m. Y.& M.V. arriving 8.35 a.m/ T.P. arriving 9.15 a.m. (due 8.55 a.m.) I.C.arriving 10.45 a.m. at Barge Office 11.15 a.m. to 1.45 p.m. Then for lunch and to check out Y.& M.V. train departing 2.55 p.m. off duty.

Jos. A. Watzke
Watchman

Approved.

No. 903
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La. June 7, 1914.
No assignment.

June 8, 1914.
Daily Report------Hans A.M.Jacobsen.
On duty at the Union depot from 6.45 a.m. Checked S.P.train departing 6.45 a.m. S.P.arriving 6.50 a.m.returned to office and left at 9.30 a.m,for depot at Elysian Field St checked Shell Beach train arriving 10.10 a.m.returned to Union depot,checked I.C.arriving 10.45 a.m.S.P.departing 11 a.m. S.P.departing 11.50 a.m. S.P. train arriving 11.55 a.m.returned to office,off duty 3 p.m.

Hans A. M. Jacobsen
Watchman.

Approved.
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 8.1914.
Daily Report-----Jos.A.Watzke.
On duty at Barge Office from 3 to 4.30 p.m. Out to Union Depot at 4.45 p.m. Checked S.P. arriving 5.25 p.m. T.P. arriving 5.35 p.m. T.P. arriving 7.50 p.m. I.C. departing 8.05 p.m. S.P.arriving 9.p.m. (due 6.45 p.m.) 18 Chinese transits to Havana, 1 to Ccalon. S.P. arriving 11.00 p.m. (due 8.50 p.m.)
Off Duty

Jos. A. Watzke
Watchman

Approved by
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.,
May 26, 1914.

Daily report, Jos.A.Watzke, Watchman.

On duty 3 to 11 P.M.
Checked S.P.train arriving 5:25 P.M.; T.P. arriving 5:35 P.M.; S.P. arriving 6:45 P.M. (did not arrive until 10:50 P.M.) T.P. train arriving at 7:50 P.M.; I.C. train departing 8:05 P.M.; S.P. train arriving 9:40 P.M. (50 minutes late)

Jos. A. Watzke

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.,
May 27, 1914.

Daily report.
Jos. A. Watzke, Watchman.

On duty 3 to 11 P.M.
Checked S.P.train arriving 5:25 P.M.; T.P. arriving 5:35 P.M.; S.P. arriving 6:45 P.M.; T.P. arriving 7:50 P.M I.C.departing 8:05 P.M. Detailed to make observations at N.E. wharf, left for there at 8:45 P.M. and remained there up to 11 P.M., S.S."Senator" arrived, S.S."Livingstone did not arrive until following day.

Watchman.
Jos. A. Watzke

No. 203
Ed. 5-13-13—200,000

Department of Commerce and Labor

New Orleans, La. May 27, 1914.

Daily report of Hans A.M. Jacobsen Watchman, on duty at Barge office.
On duty from 7.a.m. to 3.p.m.
Checked in S.P. train at 6.50 a.m. Watched S/S Bluefields from 7 to 8. Checked in train due 7.45 at 8.15 (30 m late) making observation along 4 1/2 mile levee in St. Bernard Parish to S.S. Mecklenburg from 8.30 to 1.30 p.m.

Respectfully,

Hans a. M. Jacobsen

No. 203
Ed. 7-2-12—200,000

DEPARTMENT OF LABOR

New Orleans, La. May 28, 1914.

Daily report of Hans A.M. Jacobsen Watchman, on duty at the Barge office.

On duty from 7.A.M. to 7.P.M. Checked in S.P. train at 6.50 a.m. on levee making observations from 7 to 8.10 a.m. checked in S.P. 7.45 train at 8.20 (35m late) checked in Y&MV 8.35 train at 8.50 (15m late) checked in T&P train 8.55 at 9.25 (30m late) checked in I.C. 10.45 train at 11.45 (1hr late) checked in T&P train at 11.55 (10m late) and on duty at the immigrant station assisting in the handling of refugees of the S/S Monteroy from 2.p.m. to 7.p.m.

Respectfully,

Hans a. M. Jacobsen

No. 203
Ed. 5-13-12—200,000

DEPARTMENT OF LABOR

New Orleans, La.,
May 28, 1914.

Daily report.
Jos. A. Watzke, Watchman.

On duty 1:30 to 11 P.M.
1:30 to 4:45 P.M. at Immigration station assisting with passengers S.S. "Monterey". 6 to 11 P.M. watching S.S. "Parismina", I.C. wharf.

Watchman.

Jos. A. Watzke

No. 203
Ed. 5-13-12—200,000

Department of Commerce and Labor

New Orleans, La. May 29, 1914.

Daily report of Hans A.M. Jacobsen Watchman, on duty at the Barge office.

On duty from 7.A.M. to 8.15.P.M.
Checked in S.P. train at 6.45 a.m.
checked in I.C. train at 8.45 a.m.
checked in T&P. train at 8.55 a.m.
checked in I.C. train at 9.10 a.m.
checked in shell beach at 10.10.a.m.
Left 10.20 A.M. for immigration station, accompanied alien refugee to New Orleans, to see friends at 526 St. Peters St. then to N.O. Transfer office to arrange for baggage, then back to the station, accompanied 1 deport and 11 refugees to Steamship office and from there to S.S. "Hudson" at Jackson Ave. arriving there at 4 P.M. Vessel sailedt at 8:15 P.M.

Hans a. M. Jacobsen.
Watchman.

No. 203
Ed. 7-2-12—200,000

DEPARTMENT OF LABOR

New Orleans, La.

May 29.1914.

Daily Report.
Jos.A.Watzke.
On Duty from 3.to 11.P.M.

Checked S.P. Train arriving 5.35.pm
T.P. Train arriving 5.35 P.M.
arrived 1.Hr. late.
T.P. train arriving 7.50.P.M.
I.C. train departing 8.05. P.M.

Detailed on Canal ST. and also
china-town from 8.30.P.M. To 11.pm.

Watchman Jos. A. Watzke.

No. 203
Ed. 5-13-13—200,000

Department of Commerce and Labor

New Orleans, La. May 30,1914.

Daily report of Hans A. M. Jacobsen Watchman, on duty at the Barge office.

On duty from 7 A.M. to 3.P.M. Checked in S.P.train at 6.45.A.M.and also L&N at 7.15 a.m. also S.P. train at 7.45.a.m. also Y&MV train at 8.15. a.m. At 10.40 a.m. meet an alien refugee from immigrant station at the ferry house, and accompanied him to Geo Swartz Sailor's Home at 1644 ~~Tex~~ Tchoupitoulas St. and took another alien refugee to get his dinner on Canal St. at 12.30 p.m.

Hans a. M. Jacobsen
Watchman.

No. 203
Ed. 7-9-12—200,000

DEPARTMENT OF LABOR

New Orleans, La.,
May 30, 1914.

Daily report,
Jos. A. Watzke, Watchman.

C On duty 3 to 11 P.M.
Checked S.P. train arriving 5:25 P.M., T.P. arriving 6:35 due 5:35 P.M.; S.P. arriving 10:15 P.M. due 6:45 P.M. T.P. arriving 7:50 P.M.; I.C. departing 8:05 P.M. (1 Chinese came in nn S.P. 10:15 P.M. had return ticket to Morgan City, La.

Watchman.

Jos. A. Watzke

5/31 - No assignment

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans,La.May 31,1914.
No assignment.

New Orleans,La.June 1,1914.

Daily report of Hans A.M. Jacobsen Watchman,on duty at the Barge office.

On duty from 3 to 11 p.m. Left Barge office for immigration station at 3 p.m. to get order for ticket and baggage of refugee discharged from Charity Hospital, from station to I.C.ticket office for ticket and pullman, then to Terminal depot to check baggage,then to Charity Hospital to deliver check & tickets to refugee, left hospital 5:30 P.M., then proceeded to Mandeville St. wharf to meet S.S."Roma" learned she was at Stuy Dock #2 (from B.W.I.) went to S.D. arriving there 6:30 P.M. kept vessel under observation until 11 P.M.

Hans a. M. Jacobsen
Watchman.

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans,La.
June 1.1914.

Daily Report. Jos.A.Watzke.
On duty from 7.A.M. to 5 P.M.
Checked S.P.train arrived 7.30 A.M.
Due 6.50 A.M. I.C.departing 8.30 A.M
Y.M.V.arriving 8.35 A.M. T.P. arrived 1015A.M. Due 8.55 A.M. S.P.
Arrived 10.45 A.M. Due 7.45 A.M.
I.C.Arrived At 10.45 A.M.
From 11.30 A.M.to 1 P.M. Delivered to La,State board of Immigration.
2 Aliens and back to Barge Office.
Checked Y.M.V. departing 2.55 P.M.
(1Chinaman departing for Convent La.

Watchman Jos A Watzke.

No. 203
Ed. 5-13-12—200,000

DEPARTMENT OF LABOR

V

New Orleans,La.
June 13.1914.

Daily Report-----Jos.A.Watzke.
On duty at Barge Office from 3 to 5 p.m. out to Union Depot at 5.15 p.m. to 9.30 p.m. checked S.P. train arriving 5.25 p.m. T.P. arriving 5.35 p.m.S.P. arriving 6.45 p.m.T.P.arriving 7.50 p.m. I.C.departing 8.05 p.m S.P. arriving 9.20 p.m.(due 8.50 p.m. Out to Canal St until 11.00 p.m. off duty.

Jos A Watzke
Watchman

Approved by.
awb

No. 203
Ed. 5-13-12—200,000

Department of Commerce and Labor

New Orleans?La.
June 15 1914.

Daily Report-----Jos.A.Watzke.
On duty at Union Depot from 6.50 to 10.45 a.m. Checked S.P. train arriving 6.50 a.m. S.P. arriving 7.45 a.m. I.C. departing 8.30 a.m. Y.M.V. arriving 8.35 a.m. T.P. arriving 9.40 a.m. (due 8.55 a.m.) 1 Chinaman arrived ,Conductor believes he boarded train at Alexander,La. I.C. arriving 10.45 a.m. to Barge-Office from 11.10 to 1.30p.m. Out to lunch and checked Y.M.V. departing at 2.55 p.m. off duty.

Jos A Watzke.
Watchman

Approved by.
awb

No. 203
Ed. 7-2-12—200,000

DEPARTMENT OF LABOR

New Orleans,La.
June 16.1914.

Daily Report----Jos.A.Watzke.
On duty at Immigration Station from 7 to 8.30 a.m.Accompanied 9 refugees to s/s"Excelsior" Accompanied 1 refugee back to Station, Returned to Barge Office at 11.40 a.m. to 1.15 p.m. out to lunch and checked out Y.M.V. departing 2.55 p.m. off duty.

Jos A Watzke
Watchman

Approved by.
awb

No. 203
Ed. 5-13-12—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 13, 1914.

Daily Report------Hans A.M. Jacobsen.

On duty at Union depot from 6. 45 a.m. Checked S.P. train departing 6. 45 a.m. S.P. arriving 6.50 a.m. I.C. departing 8.30 a.m. (1 Chinaman departed for Muncie Ind). I.C. arriving 8.45 a. m. Y&MV arriving 8.55 a.m. (due 8.35). S.P. arriving 9.20 a.m. (due 7.45). I.C. arriving 10.45 a.m. S.P. departing 11 a. m. S.P. departing 11.30 a.m. S.P. arriving 11.40 a.m. T & P arriving 12.05 p.m. (due 11.55 a.m. off duty 3 p.m.

Hans a. M. Jacobsen
Watchman.

Approved.
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
Sunday June 14, 1914.

No assignment.

June 15, 1914.

Daily Report------Hans A.M. Jacobsen.

On duty at Barge office from 3 p.m. Checked S.P. arriving 5.25 p.m. T & P arriving 5.35 p.m. Y&MV arriving 5.40 p.m. S.P. arriving 6.45 p.m. T&P. departing 7 p.m. T&P. arriving 7.50 p.m. Left Union depot for wharf, had S/S Atenas under observation, arrived 9. 40 p.m. watched S/S Atenas to 11 p.m. off duty.

Hans a. M. Jacobsen
Watchman.

Approved.
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 16, 1914.

Daily Report------Hans A.M. Jacobsen.

Reported for duty at Barge office at 7.45 a.m. Left for immigration station and arrived there at 8.30 a.m. Took charge of a party of refugees, escorted them to Barge office, left Barge office with two women for transfer office to get their suitcases and from there to Barge office, left one of refugees there and escorted the other to S/S Excelsior. and left her in charge there of Inspector, arrived at Barge office at 11 a.m. off duty.

Reported for duty at 5 p.m. Owing to painful swollen foot was unable to get about and laid off.

Hans a. M. Jacobsen
Watchman.

Approved.
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 9, 1914.

Daily Report------Hans A.M. Jacobsen.

On duty at Union depot from 6. 45 a.m. Checked S.P. train departing 6. 45 a.m. S.P. arriving 6.50 a.m. S.P. arriving 7.45 a.m. returned to office and left at 9.30 for depot at Elysian Field ST, checked Shell Beach train arriving 10.10 a.m, returned to Union depot, checked I.C. arriving 10.45 a. m. S.P. departing 11 p.m. S.P. arriving 11.40 a.m. S.P. departing 11.45 a.m. T & P arriving 11.55 a.m. making observation along levee front off duty 3 p.m.

Hans a. M. Jacobsen
Watchman.

Approved.
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.

June 10, 1914.

Daily Report------Hans A.M.Jacobsen.

On duty at Union depot from 6.45 a.m.Checked S.P.train departing 6.45 a.m.S.P.arriving 6.50 a.m.S.P.arriving 7.45 a.m.I.C.departing 8.30 a.m.(1Chinaman departing for Hongkong, China.)I.C.arriving 8.40 a.m.(1 Chinaman arriving from a point around Memphis,went either to 1110 or 1112 Tulane Ave this city).Left for depot on Algiers side of river checked Grand Isle train arriving 9.45 a.m.returned to Union depot checked I.C.arriving 10.45 a.m.S.P.departing 11.a.m.S.P. departing 11.45 a.m.(1 Chinaman departing for Morgan City).S.P.arriving 11.55 a.m.(1 Chinaman arriving from Morgan City,off duty 3 p.m.

Hans a.M.Jacobsen
Watchman.

Approved.
awB.

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.

June 11, 1914.

Daily Report------Hans A.M.Jacobsen.

On duty at the Union depot from 6.45 a.m.Checked S.P.train departing 6.45 a.m.S.P.arriving 6.50 a.m.S.P.arriving 7.45 a.m.S.P.departing 8.30 a.m.I.C.arriving 8.45 a.m.I.C.arriving 9.10 a.m.Left for depot Algiers side of river,checked Grand Isle arriving 9.45 a.m.returned to Union depot checked S.P.departing 11 a.m.S.P.departing 11.30 a.m.S.P.arriving 11.40 a.m. T & P arriving 12.55 p.m.(due 11.45 a.m.off duty 3 p.m.

Hans a.M.Jacobsen
Watchman.

Approved.
awB.

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.

June 12, 1914.

Daily Report------Hans A.M.Jacobsen.

On duty at Union depot from 6.45 a.m.Checked S.P.train departing 6.45 a.m.S.P.arriving 6.50 a.m.S.P. arriving 7.45 a.m.I.C.arriving 8.30 a.m.Y&MV arriving 8.35 a.m.I.C.arriving 8.45 a.m.Left for depot Algiers side of river,checked Grand Isle arriving 9.45 a.m,returned to Union depot checked S.P.departing 11 a.m.S.P.departing 11.30 a.m.S.P. arriving 11.40 a.m.T & P arriving 12.20 a.m.(due 11.45 a.m.off duty 3 p.m.

Hans a.M.Jacobsen.
Watchman.

Approved.
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.

June 9.1914

Daily Report-----Jos.A.Watzke.

On duty at Barge Office from 3 to 4.50 p.m. Out to Union Depot at 5.15 p.m. to 11.00 p.m.

Checked S.P. arriving 5.25 p.m. T.P. arriving 5.35 p.m. T.P. arriving 7.50 p.m. I.C. departing at 8.05 p.m. S.P. arriving 8.45 p.m. (due at 6.45 p.m.) S.P. ar- 10.50 p.m.(due at 8.50 p.m.

Off Duty

Jos. A. Watzke.
Watchman

approved by
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 10 1914.

Daily Report----Jos.A.Watzke.
On duty at Barge Office 3 to 5 p.m. Out to Union Depot at 5.20 to 8.05 p.m. Checked S.P. train arriving 5.25 p.m. T.P. arriving 5.35 p.m. S.P. arriving 6.45 p.m. T.P. arriving 7.50 p.m. I.C. departing 8.05 p.m. Then out to Canal St. until 11.p.m. Off Duty.

Jos. A. Watzke
Watchman

Approved by.
awB.

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 11, 1914.

Daily Report----Jos.A.Watzke.
On duty around China-Town and also Canal St. from 3 to 5 p.m. Out to Union Depot from 5.15 p.m. to 11.30 p.m. Checked S.P. arriving at 5.25 p.m. T.P. arriving 5.35 p.m. S.P. arriving 7.25 p.m. (due 6.45 p.m.) I.C. departing 8.05 p.m. S.P. arrived 11.10 p.m.(due 8.50 p.m.) T.P. arriving 11.30 p.m.(due 7.50 p.m.) Off Duty.

Jos. A. Watzke
Watchman

Approved by
awB.

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 12 1914.

Daily Report------Jos.A.Watzke.
On duty at Barge Office from 3 to 5 p.m. Out to Union Depot from 5.20 to 9.30 p.m. Checked S.P. train ararriving 5.25 p.m. T.P. arriving 6.35 p.m.(due 5.35 p.m.) S.P. ar- 6.45 p.m. I.C.departing 8.05 p.m. T.P. arriving 9.30 p.m.(due 7.50p.m. Out to Canal ST. until 11.00 p.m. Off Duty.

Jos. A. Watzke
Watchman

Approved by
awB.

No. 203
Ed. 5-13-13—200,000

June 11

DEPARTMENT OF LABOR

New Orleans, La.
June 2, 1914.

Daily report------Hans.A.M.Jacobsen.

On duty at Barge office 3 p.m. left for Union depot 5 p.m. checked S.P.train arriving 5.25 p.m.left for depot Elysian Field St.Checked train from Shell beach at 6 p.m.also 6.30 p.m.left for depot on Algiers side of river,checked train from Grand Isle arriving 8.10 p.m.(due 7.35 p.m.) left for Union depot.Checked S.P.at 9.45 p.m.(due 7.45p.m.)I.C.11.05 p.m. (due 10.20 p.m.)S.P.arriving 12.50. p.m.(due 8.50 p.m.)off duty.

Hans A. M. Jacobsen.
Watchman.

Approved.
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 3, 1914.

Daily report------Hans A.M. Jacobsen.
On duty at Barge office 3 p.m. left for Union depot 5 p.m. Checked S. P. train arriving 5.25 p.m, left for Girod St. wharf arriving there 5.45 p. m. S/S Modemi had not arrived returned to Union depot and checked in S.P. train arriving 6.45 p.m, returned to Girod St. wharf and watched S/S Modemi from 7 to 11 p.m. off duty.

Hans a. M. Jacobsen.
Watchman.

Approved
awB

No. 203
Ed. 5-13-13—200,000

Department of Commerce and Labor
New Orleans, La. June 4, 1914.

Daily report of Hans A.M. Jacobsen Watchman, on duty at the Barge office from 3 p.m.
Watched S/S Drumlanrig from 3 p. m. to 11 p.m. off duty at 11 p.m.

Hans a. M. Jacobsen.
Watchman.

approved.
awB

No. 203
Ed. 4-21-10—350,000

DEPARTMENT OF LABOR

New Orleans, La.
June 5, 1914.

Daily report------Hans A.M. Jacobsen.
On duty at Barge office 3 p.m. Left for Union depot 5p.m. Checked in S.P. train arriving 5.25 p.m. and T&P arriving 5.35 p.m. left for depot on Elysian Field St. Checked train arriving from Shell Beach at 6 p.m. also 6. 30 p.m. left for Union depot, checked T&P. arriving 7 p.m. S.P. arriving 7.45 p. m. (due 6.45 p.m.) left for depot Algiers side of river, checked train arriving from Grand Isle at 8.30 (due 7.35 p.m.) returned to Union depot, checked I.C. train at 10/20 p.m. and S.P. train arriving 10.50 p.m. (due 8.50 p.m.) off duty.

Hans a. M. Jacobsen.
Watchman.

Approved.
awB

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.
June 6, 1914.

Daily report------Hans A.M. Jacobsen.
On duty at Barge office at 3 p. m. left for Union depot arriving 5 p. m. Checked in T&P train arriving 5.35 p.m. and Y&MV arriving 5.40 p.m, left for depot on Elysian Field St, and checked in Shell Beach train arriving at 6.20 p.m. left for Union depot and checked out S.P. departing 8 p.m. checked in S.P. arriving 8.10 (due 6.45 p. m.) also T&P arriving 8.20 (due 7 p.m.) checked out I.C. departing 8.25 p.m. checked in I.C. arriving 8.55 p.m. left for L&N depot and checked in L&N arriving 9.20 (due 8.55 p.m.) left for Union depot and checked in S.P. at 10. 10 p.m. and I.C. at 10.20 p.m. off duty.

Hans a. M. Jacobsen
Watchman.

Approved.
awB.

No. 203
Ed. 5-13-13—200,000

DEPARTMENT OF LABOR

New Orleans, La.

June 8.1914.

Daily Report-----Jos.A.Watzke.

On duty at5.30 a.m.reported to Immigration Station accompanied 16 refugees to S/S "Ponce" and watch same to 11.00 a.m. returned to barge Office at 11.15 a.m. Remained to 1.15 p.m. out to lunch and checked Y.M.V. departing at 2.55 p.m. Off Duty.

Jos. A. Watzke
Watchman

Approved by
---[illegible]---

No. 203
Ed. 5-13-13—200,000

Department of Commerce and Labor

New Orleans, La.

May 25, 1914.

Daily Report

On duty from 3 to 11. P. M.

Watch S/S. Ponce from 3. P.M. to 10 1/2 P.M.

Watchman

Jos. A. Watzke

No. 203
Ed. 7-2-12—600,000

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

OFFICE OF _____

No. 309/8.

PORT OF Buffalo, N.Y., June 22, 1914.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found reports submitted by Inspector Fisher, Watchman Patterson and Inspector Hunter regarding work performed by them in connection with Chinese smuggling operations in the Seattle District from May 26 to June 15, 1914. As these reports contain no information of value, comment is unnecessary.

Richard W. Dayton.
Immigrant Inspector.

RHT-IT.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

May 7, 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 12:00 Noon.

At the Centenial Mill dock at 12:30pm and found no change in the Bayne launch. Left for office 1:30pm, arrive at office about 2:00pm. Went to the King St. station at 3:00pm to see if engineer Low was on his engine. Train arriving at 3:20pm. [redacted] went back to office until 5:00pm and then went to the Centenial Mill again, finding the Bayne launch the same as in the morning.
Left at 5:45pm, arriving at office 6:10pm.

Was Low on train?

Off duty 6:30 P M.

Geo. H. Patterson
Immigrant, [redacted] Watchman.

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

May 26, , 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:30 P M.

Went to Centenial Mill dock at 9:55am, finding Bayne's launch the same. Then went to the King station and got a lock that Pete Mc Gregger had left with the station agent for me and was the lock that was on the ~~[illegible]~~ of the engine he was running when chinamen were found on same. Took lock to office and turned over to Inspector Fisher. Lunch 12:00to 1:00pm. At office until 2:30 pm. Inspector Fisher then gave me instructions to get ready to go with him in a launch to see if we could find Fred Bayne who left Saturday night on one of his trips in a launch.

Went home and returned at 5:00pm to office where I met Fisher and went to supper. Then went to Ballard where we were to take a launch for trip, stopping at the detention house on way there [illegible] leaving Ballard at 7:00pm.on [illegible] launch Inrene Three.

U. S. IMMIGRATION SERVICE
RECEIVED JUN 2 1914
SEATTLE, WASH.

Off duty _____ M.

Geo. H. Patterson
Immigrant [illegible] Watchman.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

May 27 & 28, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty _____ M.

On launch as stated in report of the 26th, and for the purpose stated.

Arrived at Ballard 12:00midnight May 28th.
Arrived City 1:00am May 29th.

U. S. IMMIGRATION SERVICE
RECEIVED JUN 2 1914
SEATTLE, WASH.

Off duty 1:00am M.(May 29.)

Geo. H. Patterson
Immigrant ~~Inspector~~ Watchman.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,
May 29, 1914

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 12:00noon. M.

At office 12:00 M. Then went to Ballard and got blankets &c taking them to the Dentention House. Phoned Inspector Fisher who gave me instructions to meet the 5:40 C.P.Ry train, and look at the tool box under the mail car No. 109, in which it has been reported chinamen were being smuggled. Met same and there were no results. After meeting train kept lookout on car 109 to see where car was switched until it went out the next day. Found that car was switched to yard where all cars are washed &c. This is down on the tide flats eight blocks from the station. Left at 8:30pm.

Off duty 9:00p M.

Gerth A. Patterson
Immigrant Inspector

DEPARTMENT OF LABOR
Immigration Service

Date which made--June 1,1914. Seattle, Wash.,

Date for which made May 31, 191.4..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 4 P M.

At office 4 to 5.15pm. 5.15pm went to depot to meet N.P. train from Vancouver, found that train time had been changed that day from 5.40 to 3.30pm, located Mail car #109 in N.P. yards and examined box under said car for smuggled chinese or signs of same, without results. Returned to office 6.30pm, writing reports etc, until 7pm.

U. S. IMMIGRATION SERVICE
RECEIVED JUN 2, 1914
SEATTLE, WASH.

Off duty 7 P M.

Thos. M. Fisher
Immigrant Inspector.

4210

U. S. IMMIGRATION SERVICE
RECEIVED
JUN 3 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Date made, June 2, 1914. Seattle, Wash.,

Date for which made, June 1, 191.4..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

10 to 11.30am at Post office and Broadway substation Re Bayne, Lortie case.
office 11.30am to 12.30pm. 12.30 to 1pm at lunch.
1 to 2pm at U.S.Attorney's office Re Wiggins case, in consultation with Assistant W.S.Martin.
2 to 4.30pm at office getting out reports and record in deportation proceeding in case of George Pappas, Greek pimp. 4.30 to 5pm at police station Re. various pending deportation cases. 5 to 6pm talking with Edward Hughes at office Re Bayne, Lortie case.

Off duty 6 P. M.

Thos. J. McLisha
Immigrant Inspector.

June 8

DEPARTMENT OF LABOR
Immigration Service

Date made, June 3, 1914. Seattle, Wash.,

Date for which made June 2, 191.4..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

10 to 11am at Post office and Broadway substation Re Bayne, Lortie case.
11am to 3.15pm at office getting out reports on various cases, also record of deportation proceedings in case of John Marino, Italian pimp.
3.15pm left office for King St. Station, met Northern Pacific train from Vancouver, B.C., at 3.30pm, watched mail car #109 as it laid in depot until 4.30pm, train with said car then went around the Y at Spokane Ave returning to yards at Holgate St., ~~after~~ watched car there for chance to examine box under car unseen, examined same about 5.30pm, no results, returned to office, arriving there 6pm.

Off duty 6 P M.

Immigrant Inspector.

U. S. IMMIGRATION SERVICE
RECEIVED JUN 5 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Date made, June 4, 1914. Seattle, Wash.,

Date for which made June 3, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

10 to 11am at Post office and broadway substation Re Bayne, Lortie case. 11am to 1pm at office getting out reports, letters etc., Re various arrest cases. 1pm left office for County Jail arrived there 1.20pm, from that time until 4pm giving hearing on deportation proceeding to Frank Pavone, Italian pimp. Left County Jail 4pm, arrived office about 4.20pm, 4.20 to 6pm at office attending to matters there.

Off duty 6 P M.

Thos. J. McKisick
Immigrant Inspector

4210

DEPARTMENT OF LABOR
Immigration Service

Tacoma, Washington., Wash.,
June 3, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.40 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, one Chinese merchant.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, Carbonado line, no Chinese. 9.15 A. M.
N. P. No. 407, 9.35 A. M., southbound, no Chinese.
O. W. No. 511, 10.50 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, no Chinese.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
N. P. No. 408, 12.35 P. M., northbound, no Chinese.
O. W. No. 569, 1.00 P. M., southbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, no Chinese.
O. W. No. 562, 1.45 P. M., northbound, no Chinese.
N. P. No. 421, 2.00 P. M., for Gray's Harbor, no Chinese.
G. N. No. 458, 3.00 P. M., northbound, no Chinese.
N. P. No. 414, 3.25 P. M., northbound, no Chinese.
N. P. No. 42, Eastbound, 3.40 P. M., no Chinese.

To Court House and saw County Charity Commissioner with regard to one Lena Parro and three children, believed to be unlawfully in the United States. Office work in connection with asylum cases.

1

Off duty 5.00 P. M.

B A Hunter
Immigrant Inspector

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

Sunday. May 31, 1914...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 4:30 P M.

Office at 4:30pm. Went with Inspector Fisher and met trian No. 424 C.P.Ry. to see if there were any chinaman in tool box of mail car No. 109, as it had been reported they were coming in that way. Went on train to car track where the cars are stored until used again and looked in tool box. No results. Returned to office at 6:60pm.

Off duty 7:00 P M.

Geo. K. Patterson.
Immigrant ~~Inspector~~ Watchman

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

June 1, 1914...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9.00 A.M.

Went to the Centenial Mill dock at 9:30am and the watchman said Bayne had been on board the boat on Thursday last for a shor t time. Bayne said that he had been sick. Went back to office and was there until 2:00pm and then went to 6th Ave. and King St. to find a witness named Lillian Manimo for Inspector Fisher. Witness did not show up at place where she was or had been working, up to 3:20pm so went to the King St. station to watch out for mail car #108 and have a look in the tool box of same. Did not get a chance to look in tool box at station so went on train to Spokane Ave. where the train stopped about ten minutes on the Y there. Looked in the box and found it empty. Time 5:00pm. Returned to office at 5:45pm.

Off duty 6:00 P.M.

Geo. H. Patterson
Immigrant Watchman.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

June 2, 1914...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:30 A M.

At the Centenial Mill dock at 10:00am, finding no change in the Bayne launch. Back to office at 11:30 and then had lunch. 12:15 went to Ballard to get some things from launch, returning to office at 3:00pm. Then went to Spokane Ave. to keep watch on mail car #109 when it was taken to Y. Car arrived at Y at 4:50pm. Did not have chance to look in the tool box at Y so came in to yard where trains are made up and stored. Looked into box at 5:30pm. No results. This mail car is not out of sight from the time it arrives at station until it gets back to yard. Arrived at office at 6:00pm.

Off duty 6:00 P M.

Geo A Patterson
Immigrant Watchman.

June 10

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

June 3, 191.4

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:30 A M.

Went to the Centenial Mill at 10:00am. No change. Returned to office at 12:00 Noon. Lunch. Then to the Federal Bld. With Inspector Fisher and back to office at 1:30pm. At 3:00pm went to King St. station to have a look at Car # 108. Saw train come in and then went to Spokane Ave. Y. Looked into Box under car at about 4.55pm while ca r was on Y. Nothing in box so returned to office at about 5:55pm.

Off duty 6:00 P M.

Geo H. Patterson

Immigrant ~~Inspector~~ Watchman

DEPARTMENT OF LABOR
Immigration Service

Date made, June 5, 1914. Seattle, Wash.,

Date for which made, June 4, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

10am to 11.30am at Post Office and broadway substation Re Bayne, Lortie case. At U.S.Attorney's office Re Wiggins case 11.30am to 12.15pm. Downtown office 12.30 to 3pm, writing reports etc., [redacted] under instructions from Assistant Commissioner detailed Watchman Patterson at 1.30pm to meet S.S."Umatilla" then comming in, and watch her until relieved by Excepted Watchman Verdon. 2.30pm detailed excepted watchman Verdon to watch "Umatilla" until relieved by me. 3pm, left office for depot, watched N.P. train from Vancouver arriving at 3.30pm and bringing mail car #109, watched said car in depot until it left there for Y at Spokane Ave at 4.25pm, was joined at depot by watchman Patterson and detailed him to go to Y at Spokane Ave, and watch car 109 while there. 4.25pm, left depot as soon as car 109 did, going to yards at Holgate St., waited there for said car to return from Y, after train returned to yard car 109 was switched into shop for repairs, watched chance when no one was around and examined box under car, left yards 5.25pm for office. 5.45pm at office detailed Watchman Case to go to "Umatilla" then at Albers Mill dock and watch there with excepted watchman Verdon until relieved by me. 6 to 9pm at dinner. 9pm at office attending to some matters there. Left Office 10pm with Watchman Patterson for Albers Mill to watch "Umatilla" arrived there 10.20pm watched "Umatilla" there until she left for Bunkers at 11.25pm, then examined dock, wharehouse etc then went to Bunkers and watched said boat, joined by watchman Henry Engles about 11.45pm. left for office 4.15am leaving watchmen Engles and Patterson on watch, left word at office for watchman Lewis to relieve Engles at 8am.

Off duty 5 A M.

Immigrant Inspector

U. S. IMMIGRATION SERVICE
RECEIVED JUN 7 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,
June 4, 1914

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:30 A M.

At the Centenial Mill dock at 9:45am and found no change in the Bayne launch. Back to office at 11:00am. Made out daily report for 2nd & 3rd until noon. Inspector Fisher then gave me instructions to get ready to meet the S/S. Umatilla due to arrive Seattle at 1:30pm, and watch out for chinamen reported being smuggled in to the U.S. on her. Met S/S.Umatilla at 1:35pm at pier "D". There until 3:15pm when relieved by excepted watchman. Then went to King St. station to look out for mail car #109 due at 3:30pm. Met Inspector Fisher at station. As soon train got in I went to Spokane Ave.. Got no chance to look in tool box so returned to yard. Car was then taken to repair shop and there got chance to look in box. No results. Arrived at office at 5:00pm. Home to dinner and returned to office at 10:00pm. Then went with Inspector Fisher to Albers mill to watch the Umatilla. There until 11:25pm and then went to the coal bunkers of the Pacific Coast Co. There until 5:00am (June 5)

Off duty 5:00 A M. (June 5)

Lroth Patterson.
Watchman.

U. S. IMMIGRATION SERVICE
RECEIVED
JUN 6 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Date made, June 6, 1914. Seattle, Wash.,

Date for which made, June 5, 191.4

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 1 P M.

Post office and broadway substation Re Bayne, Lortie case, 1 to 2pm
2 to 3.30pm at office writing reports etc.
3.30 to 6pm at U.S.Attorney's office in consultation with Assistant U.S.Attorney Martin Re Wiggins case.

Off duty 6 P M.

Thos F McLinden
Immigrant Inspector

DEPARTMENT OF LABOR
Immigration Service

U.S. IMMIGRATION SERVICE
RECEIVED JUN 8 1914
SEATTLE, WASH.

Tacoma, Washington., Wash.,

June 4, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.45 A. M.

Met and examined the following-named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, no Chinese.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, 9.15 A. M., Carbonado line, no Chinese.
N. P. No. 407, 9.35 A. M., southbound, one Chinese laborer.
O. W. No. 511, 10.50 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, no Chinese.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
N. P. No. 408, 12.35 P. M., northbound, no Chinese.
O. W. No. 569, 1.00 P. M., southbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, no Chinese.
O. W. No. 562, 1.45 P. M., northbound, two Chinese laborers.
N. P. No. 465, 2.00 P. M., for Gray's Harbor, no Chinese.

From 3.00 P. M. to 4.00 P. M. in South Tacoma trying to locate one Arvid Nelson, alleged to be in the United States unlawfully, but without success. Office work between trains.

Off duty 4.30 P. M. M.

Baltzer
Immigrant Inspector

U. S. IMMIGRATION SERVICE
RECEIVED
JUN 7 1914
SEATTLE, WASH.

Jun 12

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

June 5, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 12:00 Noon M.

At the Centenial mill dock at 12:30pm. The Bayne launch the same as yesterday. Back to office at 1:15pm. Office till 2:40pm Went to King St. station 2:40pm to look after mail car #108. No chance to look in tool box at station so went to Spokane Ave. Car arrived there about 4.45pm. Looked in box. No results. Returned to office at 5:30pm.

Off duty 6:00 P M.

Geo. H. Watterson
Immigrant Inspector

Watchman

U. S. IMMIGRATION SERVICE
RECEIVED
JUN 9 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Date made, June 8, 1914.

Seattle, Wash.,

Date for which made, June 6, 1914..

Jun 13

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10 A M.

10 to 11.30am at Post office and broadway substation Re Bayne, Lortie case. 11.30am to 12.30pm at office writing reports etc. 12.30pm left for detention station, there in consultation with Commissioner and Assistant Commissioner Re various matters. Arrived downtown office 3.15pm. 3.45pm left for depot to look after mail car #109 from Vancouver. returned to office 4.45pm at office until 6pm. 6 to 7.30pm at dinner.
7.30 to 10pm at U.S.Attorney's office inconsultation with Assistant U.S.Attorney Martin Re Wiggins case.

Off duty 10 P M.

Immigrant Inspector

U. S. IMMIGRATION SERVICE
RECEIVED JUN 8 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

~~Seattle,~~, Wash.,
June 6, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10:00 A M.

Went to the Centenial Mill dock at 10:30am and found no change in the Bayne launch. Returned to office at 11:45am. Lunch until 1:00pm. Office 1:00pm to 2:30pm making out reports. Then left for the King St. station to lookout for mail car #109 Train arrived on time (3:30pm) but did not have a chance to look in tool box until about 4:15 pm. No results. Inspector Fisher came to me then and gave me instructions to go to West Seattle to see if I could find a man that was supposed to have built over the boat that Bayne is now using. Found the man that did some work for Bayne on his boat, but found out that the boat he built over, was the one that is at the Centenial Mill dock now Returned to office at 6:00pm. Home for dinner and then went to Ballard at 7:30pm to find the owner of the launch Irene Three and tell him that we would not want his launch on Sunday the 7th as we told him we would earlier in the day. Had some trouble in locating party, but got word to him at about 9:30pm. Left for office 9:35pm, arriving at 10:30pm.

Off duty 10:30 P M.

Geo H Patterson
Immigrant ~~Inspector~~ Watchman

U. S. IMMIGRATION SERVICE
RECEIVED
JUN 9 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

Sunday June 7, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 2:30 P.M

Office at 2:30pm and then went to King St. station at 3:00pm to look at mail car on train #442 C.P.Ry. Found that car #187 was running in place of car #108 and got a chance to look in box at 4:30pm. No results. Office at 5:00pm.

Of duty 5:00pm

Geo W Patterson
Watchman.

U. S. IMMIGRATION SERVICE
RECEIVED
JUN 12 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,

June 8, , 1914..

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 10:00 AM.

Went to the Centenial Mill at 10:30am and found the Bayne launch the same: On water front until 2:00pm. Then went to 804 Spruce St. on instructions from Inspector Fisher. Back to office at 3:30pm and then on the water front till 6:30pm.

Time spent on water front in trying to locate launch owned by Lortie or launch used by Bayne on recent trip.

Off duty 6:30 P M.

Geo. H. Patterson.
Immigrant [redacted] Watchman.

U. S. IMMIGRATION SERVICE
RECEIVED JUN 11 1914

DEPARTMENT OF LABOR
Immigration Service

June 16

SEATTLE, WASH.

Tacoma, Washington., Wash.,

June 8, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.45 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, no Chinese.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, 9.15 A. M., Carbonado line, no Chinese.
N. P. No. 407, 9.35 A. M., southbound, two Chinese laborers.
O. W. No. 511, 10.50 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, one Chinese laborer.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
N. P. No. 408, 12.35 P. M., northbound, one Chinese laborer.
O. W. No. 569, 1.00 P. M., southbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, no Chinese.
O. W. No. 562, 1.45 P. M., northbound, no Chinese.
N. P. No. 465, 2.00 P. M., for Gray's Harbor, no Chinese.
G. N. No. 458, 3.00 P. M., northbound, no Chinese.
N. P. No. 414, 3.25 P. M., northbound, no Chinese.
N. P. No. 42, 3.40 P. M., eastbound, no Chinese.

Most of time between trains spent at 1708 Pacific Avenue, trying to get information regarding one Pellegrini, an inmate of the Western Hospital for Insane, who refuses to give any information regarding himself. Also general office work.

Off duty 5.00 P. M.

B. A. Hunter
.....
Immigrant Inspector

U. S. IMMIGRATION SERVICE
RECEIVED JUN 12 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, , Wash.,
June 9, , 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:30 P.M.

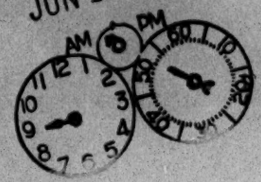
Office to Centenial Mill dock at 10:00am. No change in the Bayne launch. To office and then on the water front until 6:30pm. Time spent on water front in trying to locate launch owned by Lortie or launch used by Bayne on recent trip.

6

Off duty 6:30 P M.

Geo. H. Patterson
Immigrant [redacted] Watchman.

U. S. IMMIGRATION SERVICE
RECEIVED JUN 12 1914
SEATTLE, WASH.



DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,

June 10, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:30 PM.

Office to the Centenial Mill dock at 10:00am. No change. Returned to office and then went to 116 Denny Way as instructed by Inspector Fisher. Left 116 Denny Way at 2:00pm and went to county court house and was looking over records in vault until 4:30pm. then went to the Federal Build. Met Inspector Fisher and reported results Went to office at 5:30pm.

Off duty 6:00PM.

Geo. D. Patterson
Immigrant ~~Inspector~~ Watchman.

U. S. IMMIGRATION SERVICE
RECEIVED JUN 12 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Jun 16

Tacoma, Washington., Wash.,

June 10, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.40 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, no Chinese.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, 9.15 A. M., Carbonado line, one Chinese laborer
N. P. No. 407, 9.35 A. M., southbound, one Chinese merchant.
O. W. No. 511, 10.50 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, no Chinese.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
O. W. No. 569, 1.00 P. M., southbound, no Chinese.
N. P. No. 408, due 12.35 P. M., arrived 1.15 P. M., northbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, no Chinese.
O. W. No. 562, 1.45 P. M., northbound, no Chinese.
N. P. No. 465, 2.00 P. M., for Gray's Harbor, no Chinese.
G. N. No. 458, 3.00 P. M., northbound, no Chinese.
N. P. No. 414, 3.25 P. M., northbound, no Chinese.
N. P. No. 42, eastbound, 3.40 P. M., no Chinese.

Finished up records in cases of Gunder Gunderson and Filip Steiner balance of time and sent same to Seattle.

Off duty 4.30 P. M.

B A Hunter
Immigrant Inspector

Jan 17

DEPARTMENT OF LABOR
Immigration Service

U. S. IMMIGRATION SERVICE
RECEIVED
JUN 13
SEATTLE, WASH.

Tacoma, Washington. , Wash.,
June 11, 1914. , 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.30 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, no Chinese.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, 9.15 A. M., Carbonado line, no Chinese.
N. P. No. 407, 9.35 A. M., southbound, no Chinese.
O. W. No. 511, 10.50 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, no Chinese.

Balance of day office work in connection with examination of aliens in the Western Hospital for Insane at Fort Steilacoom and in discussing the case of Steve Barker and Frank Stone, believed to be smuggling Chinese at Olympia, with Inspector C. A. Turner, detailed to make a special investigation.

Off duty 4.30 P. M.

B A Winter
Immigrant Inspector

DEPARTMENT OF LABOR
Immigration Service

Jun 17

Seattle, Wash.,

June 11, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:30 AM.

At the Centenial Mill dock at 9:50am. Bayne launch the same as yesterday. Back to office at 11:00am. Then went to 93 Yesler Way on instructions from Inspector Fisher to see Harry Dickstein Re Fannie Kobre case. Waited for Dickstein one hour and did not see him. Went to lunch 12:00noon to 1:00pm. Then went to 93 Yesler Way again at 1:15 pm.seeing party.

Water front the rest of the day trying to pick up something on Lortie's launch or one used by Bayne on recent trips.

Off duty 6:30PM.

Geo H Patterson
Watchman.

Jun 20 V

U.S. IMMIGRATION SERVICE
RECEIVED
JUN 19 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Seattle, Wash.,
June 19, 1914.

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 9:30 P M

At the Centenial Mill dock at 10:00am. No change in the Bayne launch. Then to office and from there to ~~XXXX~~ water front trying to pick up something on Lorties launch or the one used on recent trip by Bayne, until 5:30pm. At police station ~~XX~~ from 7:00pm to 9:30pm to see witnesses in the Pappas and Cohen cases.

Off duty 9:30 P M

Geo. H. Patterson
Watchman.

Jun 20

U. S. IMMIGRATION SERVICE
RECEIVED JUN 16 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Tacoma, Washington., Wash.,
June 13, 1914., 191...

Commissioner of Immigration,
Seattle, Washington.

The following is a detailed report of my official work for this date.

On duty 8.30 A. M.

Met and examined the following named trains for Chinese and other suspicious aliens:

O. W. No. 561, 8.55 A. M., southbound, no Chinese.
N. P. No. 421, 9.00 A. M., for Gray's Harbor, no Chinese.
N. P. No. 595, 9.15 A. M., Carbonado line, no Chinese.
N. P. No. 407, 9.35 A. M., southbound, no Chinese.
O. W. No. 511, 10.50 A. M., southbound, no Chinese.
G. N. No. 457, 11.30 A. M., southbound, no Chinese.
N. P. No. 41, due 11.15 A. M., arrived 11.35, from eastern points, no Chinese.
N. P. No. 466, 12.20 P. M., from Gray's Harbor, no Chinese.
N. P. No. 408, 12.35 P. M., northbound, no Chinese.
O. W. No. 569, 1.00 P. M., southbound, no Chinese.
N. P. No. 433, 1.35 P. M., southbound, no Chinese.
O. W. No. 562, 1.45 P. M., northbound, no Chinese.
N. P. No. 465, 2.00 P. M., for Gray's Harbor, no Chinese.
G. N. No. 458, 3.00 P. M., northbound, no Chinese.
N. P. No. 414, 3.25 P. M., northbound, no Chinese.
N. P. No. 42, 3.40 P. M., eastbound, no Chinese.

General office work between trains. In evening on duty 6.30 to 8.00 P. M., arrival SS. "Tacoma Maru."

Off duty 4.30 P. M.

B A Hunter
Immigrant Inspector

U. S. IMMIGRATION SERVICE
RECEIVED
JUN 17 1914
SEATTLE, WASH.

DEPARTMENT OF LABOR
Immigration Service

Jun 21 V

Seattle, Wash.,

June 15, 1914.

Commissioner of Immigration,
Seattle, Washington.

The followinf is a detailed report of my official work for this date.

On duty 1:00 PM.

At the Sentenial Mill dock 10:00am. No change in the Rayne launch
Along water front until 1:00pm. trying to pick up anything on
the Lortie launch or any launch that would be likely to be used
in the smuggling business.
Lunch until 1:30pm and then on the water front again as above
until 5:00pm.
On instruction of Inspector Fisher went to 6th & King Sts.
at 9:30pm to watch for and shadow, in order to locate place of
residence, one Andy Alfred Italian pimp.
Shadowed party until he finely went to 12th & Main Sts. arriving
there about 2:00am. Watched place until 2:30AM (June 16)
to see if he would come out again.

Geo. H. Patterson

Off duty 3:00AM(June 16)

Watchman.

(1)

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

CONFIDENTIAL.

No. 309/1

77/139 7.

OFFICE OF _____

PORT OF Buffalo, N.Y., June 22, 1914.

Commissioner General of Immigration,
Washington, D. C.

Attached hereto, for filing, will be found reports and copies of correspindence regarding Chinese smuggling operations in District No. 4.

By applying Rule 15, par. j, it will be seen that eight alleged members have been eliminated from the firm of Wing Chong Company, 834 Race Street, Philadelphia, Pennsylvania, and as the correspondence shows the stock carried by this firm would not exceed $1000 or $1500, it has been suggested that the alleged membership be further reduced accordingly.

Richard W. Taylor.
Immigrant Inspector.

RHT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 2146-C
3930-I

June 12

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

June 9th, 1914.

Inspector Richard H. Taylor,
Care of Bureau of Immigration,
Washington, D. C.

With reference to your file No. 309/1, and communication dated June 5th, 1914, relative to the Wing Chong Co., of 834 Race Street, Philadelphia, you are advised that this office has recently conducted an investigation in the matter of the admission of Young Kai, the alleged minor son of Young Sing, the last mentioned being a member of the firm of the Wing Chong Co.

In this connection, and for your information, there is herewith submitted a copy of the report of the inspector who handled this case, together with a copy of the firm roster of the Wing Chong Co., which indicates that eight members have been eliminated from the firm roster as the result of the inquiry made relative to the bona fide status of all of the alleged members, thus effecting, in a degree, the desired end which you suggest, in your communication aforementioned.

E. E. Greenawalt
Commissioner.

CVM-L

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 2162-C

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

June 4, 1914.

Commissioner of Immigration,
Philadelphia Immigration Station,
Gloucester City, N.J.

There is herewith respectfully submitted a transcript of testimony taken in the case of Young Kai, alleged minor son of Young Sing, an alleged merchant of the firm of Wing Chong Company, transacting a commercial business at 834 Race Street, Philadelphia, Pa.

It will be noted that Young Sing presents, as evidence of his mercantile status, the roster of the firm, which indicates that he is a member of it, occupying the position of manager. It will be observed, also, that the said roster, as originally presented, bore the names of fifteen alleged members, whereas the testimony of Young Sing eliminated eight of the alleged members from any consideration as bona fide members of this firm. While this fact indicates a disposition on the part of this firm to foist a fraud upon the law, there yet remains to be said that the Wing Chong Company is in actual existence, though it is very doubtful if the stock carried by this firm merits an appraisal of more than $1000, or $1500 at the most; which circumstance leaves an open question as to which of the seven remaining members on the firm roster are figureheads or strawmen in the conduct of the firm's business.

This firm is personally known to me, though I am not acquainted with any of the alleged members except Young Sing and Wong Bow, who are

mentioned on the firm roster, number one and number two, respectively.

The mercantile status of Young Sing is vouched for by George W. Parsons and Melville W. George, whose testimony I was unable to controvert though the testimony of Mr. Parsons indicates that he expects compensation for his time and trouble in connection with the testimony given by him in this case, which fact constitutes a very obnoxious feature, even though it may not invalidate the efficacy of the subject matter of his affidavit.

There is nothing in the testimony herewith submitted which would justify an adverse recommendation, especially as I have had occasion to visit the Wing Chong Company quite frequently during the past year, and do not recall a single instance when I have found Young Sing not on the premises, or not occupied in personally conducting the business of the firm, in the apparent capacity of manager or first member of the firm.

His mercantile status is circumstantially confirmed by his authenticated certificate of residence, which indicates that it was issued to a Chinese person other than a laborer, on the fifth day of March, 1894, at New York City, N. Y.

Charles V. Mallet,

CVM/KYZ Chinese Inspector.

Firm Roster of Wing Chong Co.,
834 Race Street, Philadelphia, Pa., Filed
by Young Sing in the case of Young Kai, May 20, 1914.

NAME		Position in Store	Date of Becoming Active	Amount Invested	Date of Acquiring Interest	Present Location
Chinese	English					
楊盛	Youhg Sing	Manager	10-5-11	$1000	10-5-11	In store.
黃保	Wong Bow	Salesman	10-5-11	$1000	10-5-11	In store.
鍾洪	Jung Hong	Salesman	9-14-13	$1000	10-5-11	In store.
楊炳	Young Bing	Salesman	9-14-13	$1000	10-5-11	In store.
李勝	Lee Sing	Silent	10-5-11	$1000	10-5-11	Visiting China.
楊茂	Young Mow	Silent	10-5-11	$1000	10-5-11	Visiting China.
楊亮	Young Leung	Silent	10-5-11	$1000	10-5-11	Visiting China.

The names given below having been relinquished from membership of Wing Chong Company about August, 1913.

Young Chong	Young Haw	Jung How
Wong Quong	Lee Gow	Lee Chang
Lee Kai	Jung You	

Translated and prepared by Joseph H. Lee, Gloucester City, N. J.

No. 309/1. Buffalo, N.Y., June 15, 1914.

Commissioner of Immigration,
Gloucester, New Jersey.

Receipt is respectfully acknowledged of your letter Nos. 2146-C and 3930-I, dated June 9, 1914, regarding the WING CHONG CO. of 834 Race Street, Philadelphia.

In view of reports submitted by Inspector Mallet No. 2163-C, under date of June 4, 1914, which show that the total amount of stock carried by this firm would not exceed more than $1000 or $1500 at most, it would appear that you would be thoroughly justified in refusing to accept as bona fide members of said firm more than two persons, in order to comply with Rule 15, par. j. As a basis for estimated value of the stock of goods in connection with matters of this kind, it is well to ascertain the amount of insurance carried by such firms; this often shows the actual value of the alleged stock.

(Signed) Richard H. Taylor,

Immigrant Inspector.

RHT-IT.

No. 309/1. Buffalo, N.Y., June 15, 1914.

Commissioner of Immigration,
Gloucester, New Jersey.

Receipt is respectfully acknowledged of your letter No. 2090/C, dated June 9, 1914, submitting copy of communication addressed to the Inspector in Charge at Chicago and referring to the subject of my file No. 309/1.

Inspector Mallet should be congratulated upon the successful manner in which he apprehended TOY DIP, [redacted] three Chinese GEORGE CHOI, LI TOW and LEE FOOK, alias Jack Hansen, at 1708 South Street, Philadelphia, June 6, 1914. Whenever Inspector Mallet has time it might be a good idea for him to go out and pick up a few others in the same way.

(Signed) Richard ML Taylor,
Immigrant Inspector.

RMT-IT.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 2090-C

June 12
2W.

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

June 9th, 1914.

Inspector Richard H. Taylor,
Care of Bureau of Immigration,
Washington, D. C.

There is herewith submitted a copy of a communication addressed by this office, to the Inspector in Charge at Chicago, Ill., which is some what relevant to the subject matter of your file No. 309/1,

E. E. Grunauer
Commissioner.

CVM-L

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No.
2090-C

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

June 9th, 1914.

Inspector in Charge,
Immigration Service,
845 S. Wabash Avenue,
Chicago, Ill.

With reference to your file 2177, receipt is hereby acknowledged of your telegraphic advices dated June 6th, suggesting that complaint be lodged before United States Commissioner against Toy Dip, as a Chinese person illegally in the United States; also verification of said telegram of the said date.

Receipt is also acknowledged of your telegram dated June 8th, which indicates that the United States Attorney has forwarded to this office a certified copy of the order of deportation of Toy Dip, to be used in removal proceedings.

With regard to this matter generally you are advised that Toy Dip was held by order of the United States Commissioner Edmunds of Philadelphia under bond in the sum of $2500.00, in default of which this Chinese person was committed to jail. Under the formalities of court the hearing in this case was set for Thursday, June 18th, to enable you to effect the removal order contemplated.

You are advised that See Gow, indicated in your letter of June 1st, in which you revive the search for Toy Dip, assisted very materially in effecting the apprehension of this Chinese person, though he has possibly jeopardise his personal interests in the method which he elected to pursue in bringing about this end.

On Saturday, the sixth instant, Inspector Mallet, accompanied by See Gow, proceeded to the vicinity of 1708 South Street, Philadelphia, where Toy Dip was believed to be employed in a Chinese restaurant, it having been arranged that See Gow was to enter the premises for the purpose of ascertaining if Toy Dip was within: It was furthermore arranged that if Toy Dip was found See Gow was to leave the premises and to indicate by a given sign whether the inspector was to go within to apprehend the Chinaman of whom he was in search.

Instead of carrying out this plan See Gow came out on the sidewalk and gave the signal, but instead of going on his way, he re-entered the restaurant in advance of our inspector and a policeman who services were enlisted to maintain the peace.

Toy Dip was readily recognized from the photograph supplied by you, as well as by See Gow who made known, in the Chinese tongue, the nature of the business in hand. This wordy transaction aroused others who were sleeping in bunks in the rear of the restaurant, and four or five Chinese appeared on the scene to learn the cause of the controversy.

Toy Dip was taken into custody by the inspector, but before removing him his attention was attracted by the appearance of the other Chinese assembled in the room, especially as it was noted that they were youthful looking, and had the appearance of being unAmericanized.

The inspector proceeded to interrogate these Chinese at which juncture See Gow called him aside and complained that if any inquiry was made at that time of the status of the Chinese that he, See Gow, would be compromised by the incident. The inspector made known to See Gow that in view of his suspicions the matter could

not be stayed, whereupon on turning to resume the inquiry as to the Chinese he saw two of them in flight, out of the front door.

Consigning Toy Dip to the custody of the police officer inspector gave chase and succeeded, with the help of citizens, in capturing both the Chinamen.

On returning to the restaurant it was found that See Gow had gone away without leaving word where he could be found , and up to this time he has not made known his whereabouts to this office.

A search was made of the living rooms, in the rear of the restaurant, and another Chinaman found concealed behind one of the doors.

Toy Dip in preparing himself to accompany the inspector, was observed putting something into his hip pocket, and upon being searched it was found that he had attempted to conceal a thirty eight calibre revolver of modern pattern.

There were two more Chinamen who were temporarily taken into custody in connection with this arrest, but these were not arraigned before the Commissioner as one of them ultimately presented a certificate of identity issued to him by the Immigration authorities at Boston, and the other one was given an opportunity of producing evidence of his right to be and remain in the United States.

Apart from the present status of Toy Dip, as hereinbefore indicated, three Chinese persons were taken into custody, and at the hearing in the Commissioner's court on the 8th instant, the evidence of their being illegally in the United States was so convincingly established that all three of them were ordered deported.

(Signed) E. E. Greenawalt.

Commissioner.

CVM
MAL

File No. 2170-C.

HEARING ACCORDED George Chai, arrested by Inspector C. V. Mallet, June 6, 1914.

C. V. Mallet, Examining Inspector.
Harold M. Rhoads, Stenographer.
Joseph Lee, Chinese Interpreter.

Alien Sworn.

Q What is your name?
A Gee Chai.
Q How old are you?
A 25.
Q Have you any other names?
A No.
Q Are you married?
A No.
Q Where were you born?
A I was born in China and I want to go back there.
Q Were you smuggled into the United States?
A I was a seaman; I dont know what place.
Q Did you desert from a ship?
A Yes.
Q Where did you get off the ship?
A I took the train from New York here.
Q Were you in New York at the time you deserted from the ship?
A Yes.
Q What was the name of the ship?
A I forget.
Q Well, think; you know?
A I forget.
Q Did it have a Chinese crew?
A Ten Chinese firemen.
Q Did it have a Chinese crew?
A No Chinese sailors.
Q What kind of cargo did it carry?
A I was empty when I was there.
Q How long were you on the ship?
A Five or six months.
Q At what place did you embark or ship on this vessel?
A London, England.
Q What was the name of the master?
A I dont know.
Q What did you do on the ship?
A Fireman.
Q Were you ever a cook?
A A little.
Q Did you ever cook on a ship?
A Yes.

Q How long was it that you landed in New York at the time that you deserted?
A The same day the ship arrived.
Q Between what ports did she ply or trade?
A The ship came in to take oil to Sydney, Australia.
Q Are you sure it was New York where you deserted?
A Yes.
Q Who arranged with you that you should desert at the time that you did?
A Myself; nobody else.
Q Who told you what train to get to come to Philadelphia?
A My friend.
Q Who is that friend?
A Chinese are all friends.
Q Well, who was this particular friend?
A I dont know who he is now; it is about a year ago.
Q Did you desert a year ago?
A Yes.
Q Exactly how long was it that you deserted?
A About one year ago.
Q What name did you give on the ship when you signed the articles?
A I forget now.
Q Well, how are we to identify the ship on which you came to the U.S.?
A I dont care the name; all I want is to work on the ship.
Q Now tell us the truth and give us the name of the ship?
A I forget.
Q You could not work on the ship for four months and forget the name of it?
A I didnt pay any attention to it; I am working all the time; I want to go to China.
Q How long were you living in London?
A Four or five years.
Q What was your address in London?
A I forget.
Q Have you not a white wife in London?
A No.
Q Is your father living?
A No.
Q Mother?
A Yes.
Q What is your mother's name?
A Dong See.
Q At what village does she live?
A Choy Ok Way, Province of Canton.
Q When you came to Philadelphia where did you first stop?
A The place where you arrested me.
Q What took you there?
A I was told by a friend.
Q Who received you when you presented yourself at that address with the explanation that a friend told you that you could find refuge there?
A I dont know.

Q Was it the proprietor; that is the little man with whom you ran out of the restaurant this morning?
A No.
Q Who was to receive you but the boss?
A You saw that man up there in the laundry.
Q The little fellow?
A In the Chinese restaurant.
Q He received you did he?
A Yes.
Q Did you tell him that you deserted from the ship?
A No.
Q What did you tell him?
A Nothing at all.
Q Why did he receive you then?
A I can look any place.
Q Are you related in some way to that man?
A No.
Q How many other boys were there in this place since you have been there?
A All you got now. Five.
Q Dont you know that that place is used by Chinese as a place where deserting seamen and smuggled Chinese can find refuge until they can get located on their own responsibility?
A I dont know.
Q Have you any reason to offer why you should not be sent back to the country from whence you came?
A I want to go back to the country from where I came.
Q And you are sure that you lived five years in London?
A Yes.
Q Have you any baggage at 1708 South Street?
A Yes, I have a trunk there.
Q Are you sure that you did not desert in Philadelphia?
A No; in New York.
Q And it was a case oil ship?
A It was empty when I first came there.
Q You worked on it for four months though?
A I did not work there four months; I only came on it from England.
Q And you deserted on the first time that you arrived in New York?
A Yes.
Q Did you ship on that vessel with the idea of smuggling into the United States?
A No.
Q What caused you to desert them?
A I intended to go to Chinatown and buy some stuff, and I heard that this country paid higher wages than I decided to desert.
Q Is it not true that you went ashore and was met by a Chinaman who took you into Chinatown and bought your ticket from New York to Philadelphia and brought you to the address where you were arrested?
A No.

Noted signed in Chinese: George Choi.

File No. 2171-C.

June 6, 1914.

Hearing accorded Li Yow, Chinese, arrested by Inspector C. V. Mallet, June 6, 1914.

C. V. Mallet, Chinese Inspector;
Harold M. Rhoads, Stenographer,
Moseph Lee, Chinese Interpreter.

SWORN:

Q What is your name?
A Li Yow.
Q What other names have you?
A None other.
Q What is your age?
A 36.
Q Are you married or single?
A Single.
Q Were you born in Hong Kong or Canton?
A I dont know myself; my father knows.
Q How old were you when you left China and come to the U.S,?
A I was xxxx here ever since I was young.
Q How did you come here when you were young?
A I have a paper; I lived in New York for eleven years; I lived on Pearl Street No. 12; everything was destroyed by the fire.
Q Was your paper destroyed by the fire?
A Yes, sir.
Q What kind of a paper was it?
A Native birth certificate.
Q Did you not say that your father brought you to this country when you were young?
A I cannot tell you; I have the paper.
Q But you claim that that paper was destroyed?
A Yes.
Q You dont not speak English do you?
A Just a little.
Q Well, you do not speak enough English as a Chinaman would who was born in the United States, do you?
A Lots of Chinese cannot speak English.
Q You know you are not telling the truth you know that you were smuggled into this country?
A No, I dont know; I know I was not smuggled in.
Q If you are one entitled to be and remain in the United States why did you run out of the place this morning when we came there?
A I did not know what you arrested me for, opium or something else.
Q Well, what had you been doing?
A I was afraid I was arrested.
Q You know that you ran from where you first saw us at 1708 South Street to the corner of 17th and the next short street and borrowed a coat and shirt and shoes there of a Chinese laundryman, and then ran to another place, did you not?
A Yes.

Q Well?
A At that time they said they were going to arrest a man for smoking opium.
Q How long have you lived in Philadelphia?
A Three years.
Q Where were you born?
A I dont know; my father knows; he went back to China.
Q Well, where were you living at the time that you first remember anything in the United States?
A Stamford near Boston; eight years as a laundryman.
Q How old were you when you started to work in the laundry at Stamford?
A 17 or 18 years old.
Q And you dont remember anything before then?
A Chinatown New York.
Q How young were you at the time that you were first in New York Chinatown?
A I remember I was 10 years old, but I did not know where I come from.
Q Have you ever been to China?
A No.
Q Where and under what circumstances did you get the certificate which you claim was burned?
A My father gave it to me; he kept it for me.
Q Where did he get it?
A I dont know.
Q What is your father's name?
A Li Tok.
Q How old was he when he went back to China?
A He went back to China six years ago.
Q Out of what port did he sail?
A I dont know.
Q What was your father a laundryman or a restaurant keeper?
A A laundryman.
Q What was your mother's name?
A Wong See.
Q Where is your mother?
A In China.
Q When did she go back to China?
A I dont know; I cannot remember.
Q Then you dont remember your mother at all?
A No.
Q Dont you know that Chinese women dont go back to China when they once get into this country, but they remain here in order to give their children the advantages of this country?
A I dont know anything about that; I am a poor man.
Q Why dont you stop your lying and tell us the truth?
A I can swear that I told you everything true.
Q And you told us this morning that you had no paper and that you expected yourself to be sent back to China?
A Because I have no paper.

Q And you knew that you never had one?
A I had a paper; it was destroyed by the fire.
Q How old were you when it was destroyed?
A It was destroyed about six years ago.
Q Who ever saw that paper?
A Nobody.
Q Nobody ever saw it then?
A No.
Q No Chinese Inspector ever asked you to display that paper as an evidence of your right to be in the United States?
A No.
Q Have you ever seen a Chinese Inspector before you saw me?
A I saw one last year at 22nd and Columbia Streets.
Q What kind of a looking man was he?
A I cannot remember him now.
Q You dont know the appearance of the man who asked you whether you had a paper?
A No.
Q Dont you know you are lying about that; do you think you are talking to children?
A The man asked me for the paper and I said I had none.
Q Then why didnt you expect him to arrest you?
A He asked me how long I was in this country and I said I was born in this country and then he went.
Q And he took your word for that?
A Yes.
Q How many ~~mxk~~ places have you worked in Philadelphia?
A Three.
Q Where?
A I owned a restaurant at 2321 Richland or Ridge Avenue.
Q Where else did you work?
A On Bainbridge Street named New York Laundry.
Q Do any white men know you?
A No.
Q Do you know any white men who can swear you were born in the United States?
A I cannot tell now.
Q How many Chinese do you know on Race Street?
A I know every street in Chinatown.
Q Do you know Moy Quong?
A Yes.
Q What does he do?
A I know him but I dont know what he does.
Q How do you know him?
A I have been with him many times.
Q How do you know him?
A Quon Wah Lung.
Q Dont you know that Moy Quong is one of the biggest Chinese smugglers in Chinatown?
A I dont know.

Q Well, you know that Chinese are being smuggled here every week, dont you?
A I dont know. I am a poor man and all I want is to make my living.
Q Tell us the truth; forget all that you told us; again where were you born in China?
A I told you everything that you asked me; I dont know.
Q Suppose I bring a man here who knows that you were smuggled in from China or Mexico?
A No, sir; I was not smuggled from any place.
Q Name the place you have lived in the United States?
A New York.
Q Was that the first place you remember being?
A I cannot tell.
Q Well, do you remember that as being the first place?
A Anything I remember I will tell you.
Q How old were you when you were in New York; ten years?
A Yes.
Q How long did you stay there?
A Eleven years.
Q At what number?
A 12 Pearl Street.
Q Dont you know that that is a place for Chinese to go to who are smuggled into the United States?
A You can say anything you like; you can hang me if you like.
Q What is the name of the place next door on Pearl Street?
A I cannot tell you, it keeps changing all the time.
Q Do you know the place across the street?
A A cigar store; I dont know the name.
Q How far away from the front of the building is the cigar store on the opposite side?
A About 40 feet.
Q What are the names of the merchants in 12 Pearl Street?
A I was living with a Chinese family.
Q Was that a mercantile house?
A No.
Q Well, how long did you live in New York?
A Eleven years.
Q Then you left there when you were 21 years old did you?
A Yes.
Q How many merchants do you know in New York in Pearl Street?
A I dont know.
Q Do you know where the Port Arthur Chinese Emporium is?
A Yes; what is the name of the street.
Q That is what we want you to tell us?
A I dont know.
Q Well, name me the five big Chinese mercantile houses in New York?
A Suey Kee, Sam Kee, Ye Wah, Ti Kee, Mon Hing.
Q Name the two large Chinese restaurants in New York City?
A Mong Fong, Tom Wah, Mon Fah.
Q When you were 21 years old where did you go?

A Stamford.
Q How long in Stamford?
A Eight years.
Q What was the number of the place you worked in?
A I cannot remember.
Q Did you work in a laundry?
A Yes.
Q How many laundries are there in Stamford?
A There were eight when I was there.
Q How many people live there?
A Over 10,000.
Q You were there eight years; then where did you go?
A I went to Boston, New York and other places.
Q And you have lived in Philadelphia three years?
A Yes.
Q You have nothing to show that you were born in the United States?
A No.
Q And you dont know any whire people who knew you when you were a young boy?
A No.
Q Where did you go to Sunday School in Philadelphia?
A I never was in Sunday School.
Q Did you ever go to Sunday School any place?
A No.
Q What have you to say why you should not be sent back to China?
A It is up to you to decide.
Q I want you to help me to arrive at a just conclusion; you know that you have told a lie, now what else have you to say?
A Nothing. I told you everything the truth; I have nothing else to say.

ALIEN CANNOT WRITE. MADE MARK X ON NOTES.

WITNESS SWORN:
Q What is your name?
Geo. Choi. (See File No. 2170-C).
Q You have lived in the restaurant at 1708 South Street for over a year; what you tell us in this matter will not be told to anybody else; do you not know from conversation you have overheard that the man who has just testified that he is known to you and other Chinese as a person who was smuggled into the United States?
A I have not knew him very long; I dont know how he got into this country; he stayed in Philadelphia for some time and in New York for some time.
Q From what you have overheard and what you heard discussed coming over in the boat since you were arrested, you know as well as I know that he was smuggled into the United States dont you?
A I dont know anything.

File No. 2172-C. June 6, 1914.

Hearing accorded the Chinese Lee Fook, or Jack Henson, arrested by Chinese Inspector C. V. Mallet June 6, 1914.

C. V. Mallet, Chinese Inspector;
Harold M. Rhoads, Stenographer;
Joseph Lee, Chinese Interpreter.

SWORN:

Q What is your name?
A Lee Fook.
Q Any other name?
A Jack Henson.
Q How did you get the name Jack Henson?
A By the Clergyman.
Q What Clergyman?
A I forget his name; he died.
Q Do you mean to say that you were baptized by a Christian Clergyman?
A No, he took me as a foster son.
Q How old are you?
A 22.
Q Where were you born?
A In China; I came to this country when I was four years old.
Q Who brought you to this country?
A My father.
Q Where did you enter the country?
A California.
Q At San Francisco?
A Yes.
Q Was your father a restaurant keeper or a laundryman?
A Laundryman.
Q And you say that your father was a laundryman brought you into San Francisco when you were four years of age?
A Yes, he died in San Francisco.
Q Was he a laundryman or laborer in China?
A Yes, he was a laundryman in China.
Q You say you are 22 years of age?
A Yes.
Q Dont you know that Chinese laborers were not admitted into the United States at the time even that you were born?
A Yes.
Q Well, how did you get in?
A I dont know; I was young.
Q Now as a matter of fact why dont you retain your self respect and tell us the truth; you know that you were smuggled into this country and while it is regrettable that you are subject to deportation your appearance is such that we feel that you should tell the truth and you are a man of whom we expect the truth?
A I have told you everything true.
Q Now dont you know that you were smuggled into the country from either Jamaica or Mexico or China?
A No.

Q Do you want to think about that before you answer it again because we know that you were?
A I was not smuggled into this country.
Q How do you know that you came through San Francisco?
A I remember I was living in San Francisco when I was young; my father died after our arrival.
Q You have never worked at any other business than that of a laundryman or cook or waiter have you?
A Yes, I have been a laundryman, cook and waiter.
Q You have never been a merchant?
A No.
Q And you know that you were born in China?
A Yes, sir.
Q What is your father's name?
A Lee Yung.
Q When did he die?
A When he was 49 years old.
Q How long ago was that?
A 18 years ago.
Q When you were 4 years old?
A Yes.
Q He died right after he got you in this country?
A Yes, one year afterwards.
Q Your mother died in China didn't she?
A Yes;
Q And your father brought you to this country when you were only four years old?
A Yes.
Q Why didnt he leave you with your aunts until you got grown?
A I have no aunts.
Q Have you any sisters?
A No.
Q Do you know that what you say is unnatural; namely, that a man would not bring a baby of such tender years to such a strange country even if the law permitted it, he being a laborer?
A I dont know.
Q What did you do when you were in San Francisco?
A After my father died an American took me to his house.
Q When you were five years old you were adopted by an American were you?
A Yes, sir.
Q Who was that American?
A I dont know his name. He was an old man.
Q You dont know his name?
A No.
Q When did he die?
A Two years ago.
Q Did you stay with him until he died?
A No.
Q How old were you when you left him?
A Nine.
Q Then where did you go?
A I went to New York; I was taken by an American.

Q What is the name of that American?
A I called him Baba; I dont know his name.
Q Where is that American?
A I dont know; his house was destroyed by a fire. very
Q And you have never corresponded with him who was ~~xxxx~~ kind to you when you needed a friend?
A No.
Q When did you leave him?
A When I was 15 years old.
Q And you have lost the address of that last friend?
A I was young; I cannot remember his name.
Q When you were 15 at what place were you living?
A I came to Philadelphia.
Q When you were 15 you came to Philadelphia?
A Yes.
Q Where did you first live when you came to Philadelphia?
A 58th & Market Streets.
Q What did you do there?
A A waiter.
Q Who kept the place?
A Won Wah.
Q How long did you stay there?
A Four years.
Q Then where did you go?
A I lived at 50th and Market Streets; 5023 Market Street.
Q Who kept that place?
A Jung Quai.
Q Is he still the keeper of that?
A Yes, sir.
Q Did you go from his place to the place where you were arrested this morning?
A No.
Q Where did you go then?
A 59th & Haverford Ave.
Q What did you do there?
A Laundry.
Q How long did you stay there?
A Over three months.
Q Then where did you go?
A The place where I was arrested.
Q How long have you been working at the place where you were arrested?
A I dont know.
Q About how long?
A Over two months.
Q How many boys were working in that place?
A Two.
Q Why there were five there this morning?
A I dont know.

Q Was the big man there when you first were employed there?
A Yes.
Q Was Li Yow one of the boys there when you arrived there?
A Yes, he was living there.
Q Have you not heard these boys discussing the fact that they were both illegally within the United States and that they were smuggled into the United States?
A No.
Q Dont you think that they were smuggled into the United States?
A How do I know.

FOLLOWING IN ENGLISH:

Q Tell us about this man on 5023 Market Street; did you say he was smuggled into the country from Jamaica?
A Yes, he told me.
Q On a fruit vessel from Jamaica?
A Yes.
Q Did he tell you the name of it?
A No.
Q Did he tell you who handled it?
A No.
Q Did he tell you who helped him to land?
A Yes.
Q Who helped him?
A Only himself.
Q Did one of the crew come in with him?
A Yes.
Q How long ago did he first come to this country?
A About 6 years.
Q And he was arrested then?
A The Custom Officer got him and sent him back on the ship to Jamaica.
Q When did he come back from Jamaica?
A Six or seven years ago.
Q And been living here ever since?
A No.
Q He has no certificate of residence?
A No.
Q Are you sure of that?
A Yes.
Q Is he working up there by himself?
A Yes.
Q Dont you know that these boys were both smuggled into the country?
A I dont know.
Q Are you sure of that?
A I dont know them.
Q Didnt you ever hear these men talk among themselves that they both deserted from some ship?
A I dont know.

NOTES SIGNED IN ENGLISH----Lee Took. Also in Chinese.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

June 4

IN ANSWERING REFER TO
No. 2146-C
3930/1

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.
June 2, 1914.

Inspector Richard H. Taylor,
Care of Bureau of Immigration,
Washington, D. C.

You are advised that this office is in receipt of a telegraphic communication from the Bureau of Immigration, Washington, D. C., reading as follows:

"No. 53775/132 May 27th, 1914.
Immigration Service,
Gloucester City, N. J.
A. J. Bundy, Vice Consul, Kingston, wires search West Indian boats arriving Philadelphia this week. Your file twenty-one sixty-four C.
LARNED."

It may be that Mr. Bundy had advices with regard to the two Chinese stowaways who were found on the SS "Esparta", on the 25th instant, which, it will be noted, was two days prior to the receipt of the afore-quoted telegram.

However, the fruit ships "Romsdal" and "Amelia" were inspected on their arrival at this port on Thursday, the 28th instant, but without result.

It is quite apparant from the reports made by masters of vessels which have been recently searched at this port that they have received specific instructions from the owners of the vessels under

their command, to closely search for stowaways after clearing from Jamaican ports for Philadelphia, as is indicated by the fact that they invariably state that several searches have been made enroute looking to the prevention of stowaways gaining illegal admission into the country; and it may be reasonably expected that the vigilance of this office, in this connection, has been reported to those engaged in the business of smuggling Chinese.

CVM/Z

Acting Commissioner.

Continued

from

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